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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.27	8.00	8.35	9.15	10.09	12.02	1.15	2.37	3.00	4.37
Yamoi ...Dep.	6.45	—	—	9.24	10.18	12.09	1.21	—	—	4.44
Shatin ...Dep.	6.57	—	—	9.36	10.23	12.21	1.34	—	—	4.56
Taipei ...Dep.	7.11	—	—	9.49	10.43	12.34	1.47	—	—	5.09
Taipei Market ...Dep.	7.18	—	—	9.53	10.48	12.38	1.51	—	—	5.13
Fanning ...Dep.	7.27	—	—	10.03	10.58	12.48	2.01	—	—	5.23
Shengshui ...Dep.	7.39	—	—	10.08	11.00	12.53	2.09	—	—	5.33
Shengshui ...Arr.	7.58	8.40	9.08	10.14	11.03	12.59	2.19	3.18	3.40	5.54
Shamshui ...Dep.	8.07	—	—	11.10	—	—	—	—	—	—
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	—	—	10.15	—	—	—	—
Shatankok ...Dep.	8.40	—	—	11.10	—	—	—	—
Shatankok ...Arr.	—	—	—	—	—	—	—	—
Fanning ...Arr.	—	—	—	—	—	—	—	—

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Our London Letter.

THE IRISH MURDER.

DAMAGE TO THE FREE STATE.

ANNUAL ROYAL COURTS AT HOLYROOD.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 16th.
Mr. Kevin O'Higgins, Vice President of the Irish Free State and Minister of Justice, who was foully murdered outside his house while on his way to Mass, was the strong man of the Government. He was the nephew of Mrs. Healy, wife of Mr. Healy, the Governor-General. He incurred the hatred of the die-hards who refuse to acknowledge the Treaty with Britain, and was courageous and outspoken even to a fault. President Cosgrave depended largely upon him for enthusiasm and advice, and it was generally expected that he would have been the next President. His death is deplored here in official circles, for he made numerous friends when he was in London during the Treaty negotiations. Mr. Baldwin and Lord Birkenhead had warm regard for him as a man of high character and great personal charm.

The assassination of Mr. O'Higgins creates a feeling of horror. The crime suggests the question whether Irishmen are really capable of self-government. They can no longer blame the British Government, as they used to do, for anything and everything that goes wrong in Ireland; and it is clear that there is a type of Irish incapacity of showing their respect for the law, or yielding obedience to properly constituted authority.

Damage To Ireland.

It is considered here that the shooting of Mr. O'Higgins is certain to add to the already precarious financial position of the Free State since it will deter the return of tourists to what was once a happy hunting ground of the holiday maker. Since the rebellion of 1916 it has been estimated that Southern Ireland has lost, from the destruction of its tourist traffic, not less than thirty millions sterling, and the transport companies, who formerly carried hundreds of thousands of tourists, have shared in the loss.

The economic penalty of lawlessness can be easily observed by anyone who goes to Killarney and other famous "beauty spots" which abound in the Free State. Fine hotels are relatively empty, industries which depend upon the patronage of visitors have decayed, railway receipts have fallen, and tradesmen in Dublin and elsewhere lament the good times which they used to have in the holiday season.

The latest inexcusable crime will probably cost the Free State, in the loss of tourist traffic alone, a million pounds, and one wonders when the rebels will realize that their obduracy merely inflicts grievous wounds upon the country they profess to love.

Royalty In Scotland.

I am given to understand that the present Royal visit to Holyrood will really inaugurate a series of regular annual visits by their Majesties to the ancient palace. Edinburgh folk have always had a grievance because the Sovereign did not make it a practice of staying regularly at Holyrood. It is the invariable custom for the Court to go annually to Scotland. But the visit to Balmoral is always a private one, and that, naturally, does not quite satisfy the national pride of Scotland in general and Edinburgh in particular. What the Scots have long been asking for is that once a year the Court should go to Holyrood. That desire will now almost certainly be realized.

Insuring Against Bad Debts.

Notable success is attending the Government scheme initiated by Mr. A. M. Samuel, Parliamentary Secretary to the Overseas Trade Department, providing facilities for insurance to British exporters against bad debts contracted abroad. Not only is more business coming in than the staff can handle, but the scheme is also

MANUEL QUEZON ON CHINA.

ADMIRES ULTRA-MODERN CHINESE GIRLS.

FILIPINOS NOT SEEKING HELP FROM CHINA.

Commenting on the modernism of the Chinese women of Shanghai, who, he said, bob their hair, dance the Charleston, go without chaperones, smoke cigarettes and in general are ultra-modern, Manuel Quezon, President of the Philippine Senate, upon his return to Manila declared that the problems of China are no bigger than those of the Philippine Islands.

"It has never been my intention," he said, "that the Filipino people should seek the aid and co-operation of China in our struggle for independence. The independence of the Philippine Islands, if it is ever to be given, will come from the consent of the American people. It would be perfectly foolish on our part to irritate the American people," declared Mr. Quezon.

Enough To Put Her Own House In Order.

"China of to-day cannot aid any other nation because she has bigger problems than what we have. She needs all her talent, energy and resources to triumph. Seeking her aid would complicate our situation. If I am in favour of a closer relation with China, it is because I am in favour of gaining the friendship of all nations, both in Europe and America."

"Courage And Determination."

Mr. Quezon gave out the following statement upon his arrival. "My vacation in China, though short, has been beneficial. Aside from the rest I well needed, I had the opportunity to study, in a general way, the situation in our neighbour country. I conferred with prominent Chinese; statesmen, political leaders, bankers and business men, I received the impression that the Chinese nation has before it great and complicated problems to solve, and they are facing those problems with courage and determination."

"I have nothing but words of gratitude to the authorities of the Nanking Government. I also want to acknowledge the courtesies accorded me by distinguished Chinese in Hong Kong and Shanghai. They all wished only good for the Filipino people."

conveniently handle, but European countries are copying the British plan.

The huge sum of £23,000,000 is available to meet losses, and provision has been made for the continuance of the scheme under the Government till September 1929. This of course is highly satisfactory. The Government, it was explained, this week, in order to stimulate export trade and help employment, has undertaken the scheme, but the aim is to induce the exporter to take the business to the big insurance companies, one of which is already conducting such insurances. A large number of manufacturers in Lancashire and the West Riding of Yorkshire are making use of the scheme.

Well-Dressed Englishmen.

It is agreeable to learn that foreign visitors to England are particularly impressed by the well-dressed appearance of Englishmen and that London strikes them as a city full of smart-looking men. This reputation, which is world-wide, is certainly well-founded. London, as it has always done, still sets the fashion in men's clothes and it is the aim of most foreigners to be "turned out" by a London tailor.

One of the London papers, in searching for an explanation of this, suggests that Englishmen dress to the manner born because they have the tradition in their blood and are taught from their earliest years to pay particular attention to their appearance. The boy who goes to a public school soon learns that his chances are enhanced by the smartness of his appearance. Thus from early years the Englishmen has instilled into him the desirability of dressing as well as his mother and never looking slovenly.—H.B.

DIARY OF EVENTS.

To-day.

Baseball: Honolulu Chinese v. "Dragons" and "Tigers" (S.C.A.A.). Happy Valley Diamond, 4.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Water Polo League: Royal Navy v. K.B.S.F.P.A. "A"; K.O.S.B. v. V.R.C. "B".
Naval and Military Y.M.C.A.: Rope Factory: Concert by Y.M.C.A. Mobile Concert Party, 7.45 p.m.; Hankow Barracks: Concert by "Revellers" Concert Party, 7.15 p.m.; "Better Ole": Singing Competition, 7 p.m.
Dinner Dances: at Cafe Restaurant Parisien.
Charles Chamier presents Revue "Our Cabaret," Star Theatre, 9.30 p.m.
Queen's Theatre: "Monsieur Beaucaire."
World Theatre: "In Hollywood with Potash and Perlmutter."
Star Theatre: "Sun Up" (matinee only).
Principal Mails:—Inward: America, etc. (Taigo Maru); Australia, etc. (Change).

Thursday.

Reception at German Consulate, 11.45 a.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Extraordinary general meeting, Kowloon Cricket Club, 5.30 p.m.
Naval and Military Y.M.C.A.: "Cheer O": Informal Dance, 7 p.m.
Dinner Dances: at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Charles Chamier presents Revue "Our Cabaret," Star Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."
Star Theatre: "The Denver Dude" (matinee only).

Friday.

Spirits Festival (Cheung-Yuan-Chai).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Naval and Military Y.M.C.A.: "Cheer O": Concert, 7 p.m.
Dinner Dances: at Cafe Restaurant Parisien.
Charles Chamier presents Revue "Tally Ho," Star Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."
Star Theatre: "The Denver Dude" (matinee only).
Principal Mails:—Outward: America, Canada, etc.; Europe via San Francisco and via Siberia (Taigo Maru), 10.30 a.m.

Saturday.

Lawn Bowls League:—Division I: K.C.C. v. C.C.C.; C.S.C.C. v. Police R.C.; K.B.C.C. v. K.D.R.C. Division II: C.C.C. v. Club de Recreio; East Point R.C. v. Taihook R.C.; C.S.C.C. v. Royal Hong Kong Y.C.; K.B.C.C. v. K.C.C.
H.K. Baseball League: "Tigers" (S.C.A.A.) v. Club de Recreio, Happy Valley Diamond, 2.30 p.m.
Baseball: Honolulu Chinese v. Far East (Chinese-Filipino-Japanese), Happy Valley Diamond, 4 p.m.
Y.M.C.A. Bathing Picnic, Island Bay.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Naval and Military Y.M.C.A.: Grand Concert arranged by Mrs. F. Youngusband, 6.30 p.m.
Dinner Dances: at Cafe Restaurant Parisien, and King Edward Hotel.
Enigma Club Turtle Hunting Expedition. Launch leaves Queen's Pier, 8 p.m.
St. Peter's Y.M.C. moonlight picnic Repulse Bay. Launch leaves Queen's Pier, 8 p.m.; Kowloon Station Pier, 8.15 p.m.
Charles Chamier presents Revue "Tally Ho," Star Theatre, 9.30 p.m.

Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."
Star Theatre: "The Denver Dude" (matinee only).
Principal Mails:—Outward: Europe via Marseilles, etc. (Atsuta Maru), 9.30 a.m.

Sunday.

9th Sunday after Trinity.
Inter-Departmental Bowls: Harbour Dept. v. Police, Civil Service C.C. green, 3.30 p.m.
H.K. Baseball League: H.K.B.C. v. "Dragons" (S.C.A.A.), Happy Valley Diamond, 2.30 p.m.
Baseball: Honolulu Chinese v. Hong Kong, Happy Valley Diamond, 4 p.m.

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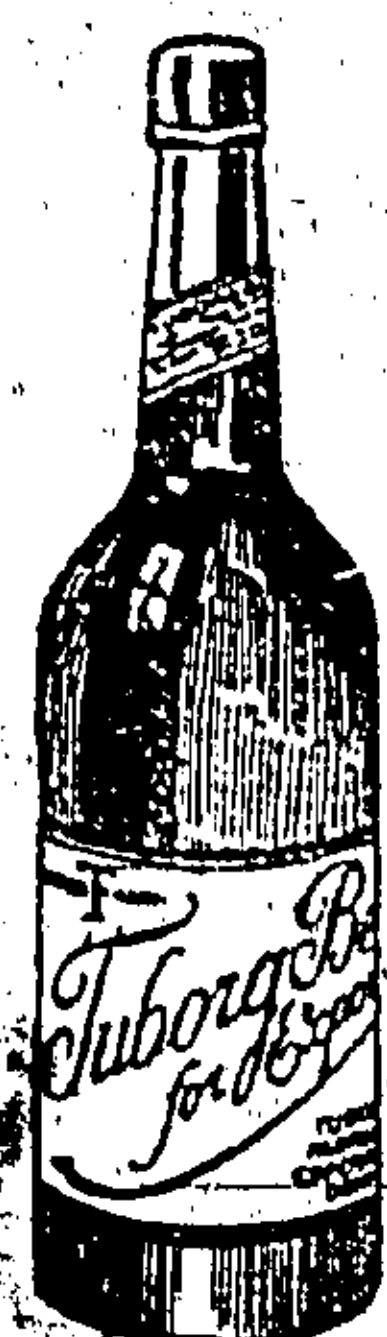
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CHINA'S LEAGUE OF NATIONS ENVOY.

MR. CHAO HSIN CHU IN SINGAPORE.

EXPLAINS WHY HE HAS LEFT GENEVA.

Mr. Chao Hsin Chu, who has been the spokesman of China's affairs as Chinese representative on the Council of the League of Nations and who previously, since the departure from Europe of Dr. Wellington Koo, acted as Minister of Chinese Affairs in London, was a passenger on board the *Katori Maru* on his way back to China, and passed through Hong Kong during the past week-end. Interviewed on board the steamer before sailing from Singapore last week, Mr. Chu told a *Free Press* reporter that he had given up his posts in Europe and was returning to Canton where his home was and he was glad at the prospect of shortly seeing his mother again.

For the present he thought, there was little use in China being represented on the League and until there would be no necessity for it until the establishment of a government in China which the other Powers would really recognise. He was going back to work among his people.

Approves of the League.

Referring to his farewell address on the eve of his departure from Europe, Mr. Chu said that he could not refrain from expressing his good wishes to the League and his deep impression of the League's activities towards world peace. He had promised to be a keen supporter of the League provided that it would fully recognise China's privileges to which she was entitled in view of her geographical position and economic and political importance. He stated that China's representation on the Council should not be in any way interrupted and that the League should urge the Powers with whom China had unequal treaties, in the direction of liberating her from the foreign yoke.

League Support for China's Claims. He spoke of the proposition he put forward at the fifth Assembly. That proposition was based upon the letter and spirit of Article 19 of the Covenant of the League of Nations, that the treaty relations between China and the foreign Powers should be reconsidered and thoroughly revised on account of their inapplicability in modern times. The recommendation was unanimously passed by that Assembly, said Mr. Chu, and at that Assembly there were representatives of the Powers concerned. New two years had elapsed and the Chinese people had been rather disappointed that China's old treaties still remained technically unaltered. He was not so unreasonable as to blame the League for this, for although the League was still in its infancy he could not but admire its fulfilment in many instances of the scope of its activities. They were expecting from the League an effort in giving timely inspiration to the Powers concerned in respect of international justice. From his personal observations he had great confidence in the League's impartiality and usefulness.

His Work in China.

On his return to China he would continue to advocate the modification of international conditions in his country with a view to avoiding further incidents with foreigners and thereby ending not only the peace of the Far East, but that of the world as well.

His experience in foreign affairs might be more serviceable for the time being at home than abroad. He parted from the League not because of any dissatisfaction, but because of his sincere desire to render his humble services on the spot.

It would be understood that he was no office seeker because he was voluntarily giving up two posts, important posts, in Europe. He would devote his work solely for one principle, namely, to increase China's national prestige and eliminate international intervention.

Chinese Patriotism not Anti-Foreign.

He hoped his intention would not be misinterpreted, as some people had mistaken the Chinese patriotic movements, as anti-foreign. He wished to make it clear that Chinese patriotism involved no anti-foreignism, but simply a demonstration against inequalities and it was unjust of the foreign Powers concerned to fetter them up by still insisting upon those treaties which were entered into under compulsion by their ignorant officials of old regimes.

They were confident that their cause was right in fighting for tariff autonomy and opposing extraterritoriality unfairly enjoyed by the foreigners in China.

The international press in Geneva was no doubt aware of the Chinese Nationalist Government's policy recently adopted in respect of further increasing the tariff for the purpose of balancing its budget. Such policy commanded his hearty support not only for reorganisation of national finance, but also for restoration of sovereignty and his support was justified in that he knew it was backed by public opinion in China.

His last words to the League, said Mr. Chu, were "May the League of Nations prosper and grow."

China and the Naval Conference. Speaking with regard to the statement he made recently on the reports in Far Eastern papers that the naval conference at Geneva might also consider questions relating to China, when he said that the Government and the people of China would refuse to recognise any decision affecting China which might be reached at the present or any other conference, Mr. Chu said he considered his statement a very important one but he did not think that the danger was very serious. He took his instructions in making the statement from Nanking, and the reason was, as had been published in the press cables, that the Chinese people did not want to accept decisions which were arrived at when they were not represented.

More About Chao Hsin Chu. CHU. SUPPORTER OF NATIONALISTS. China is in default to the League of Nations to the tune of some thing like \$75,000, and Mr. Chao Hsin Chu, China's representative on the Council, having applied to Peking for leave of absence and failed to receive a reply, has announced that he refuses to accept further instructions from Peking, and now adheres to the Nationalist Government of Nanking. Consequently, China's seat on the Council becomes vacant for the time being, and none of the other Chinese Ministers in Europe is willing to occupy it. Mr. Chu, who has not for some considerable time made any secret of his support of the Nationalist cause in China, left for Nanking on July 11th, in response, it is said, to an order from Nanking to return immediately. Mr. Chu, who was formerly Charge d'Affaires at the Chinese Legation in London and latterly has been Chinese Minister in Rome, has in many speeches in the League Assembly, the International Labour Conference, and the League Opium Committee, where he nominally represented the Peking Government, passionately pleaded in favour of complete national independence for China and the total abolition of the so-called unequal treaties. It is not so long since he startled the League by insisting on making a statement on the subject of the Wansien affair.

A Favourable Recreation.

Mr. Chu, once declared that his favourite recreation was "sitting still and doing nothing." The League would certainly have been dull if Mr. Chu had "exercised" a little more. Mr. Chu has said that at the next League Council meeting and Assembly he will represent the Nanking Government, but this will presumably depend upon which Government has the upper hand in China in September next. However, Mr. Chu has always been an optimist and it may happen that he will return, in which case his long-cherished trip to China will necessarily be a brief one. While he was at the Chinese Legation in London he won many friends in this country. Son of a distinguished litterateur, he is an accomplished scholar, a graduate of Columbia University, New York, and proud of the fact that he represents both the classical and modern education in China. He is a trained diplomat, loving England, as we have often heard him saying at his frequent appearances at dinner while in London, only second to his own country. In personality and character Mr. Chu was a worthy citizen of China in this country. Since he left, we have often wondered whether he loves us as much as he did.

—China Express and Telegraph.

CHARING CROSS TRUNK MURDER.

FINAL SCENE AT TRIAL.

UNEMOTIONAL PRISONER.

Writing in the *Daily Mail* Mr. R. E. Corder thus describes the final scene of what has been called the Charing Cross Trunk Murder. Found guilty of the murder of Mrs. Alice Bonati, whom he met in a chance encounter at Victoria Station, John Robinson was sentenced to death by Mr. Justice Swift at the Old Bailey last evening. Mrs. Bonati's dismembered body was found in a trunk in the cloakroom at Charing Cross Station.

Robinson accepted the dread sentence with the disciplined composure of a soldier on parade. His mouth was firm, his hand steady, and his grey eyes looked unflinchingly to his front.

Not a quiver was heard in his voice when, asked by the Clerk of Arraigns if he had anything to say upon judgment should not be passed upon him, he replied: "No, my lord."

The Tragic Wife.

Without emotion the judge passed the sentence of death, the chaplain intoned the "Amen," and John Robinson, doing a smart right-about turn, stepped briskly out of the dock, like the efficient sergeant he was.

Mr. Vine, leading counsel for the defence, asked that Robinson's wife should be allowed to see him before he was taken away, and the judge gave the necessary order. This young wife who is not a wife was the most pathetic figure in the Black Trunk murder trial. She stood by the man she loved to the last, although she did not know when she went through a form of marriage with him in Dublin that he had a wife and four children living at Whitton, in Lancashire. Every day during the trial she brought him his meals, a slight, pale, shrinking woman in a modest navy blue costume.

She stood alone outside the court listening in silence to the comments of spectators as they left the court for luncheon and tea, and this was the only news she heard of the progress of the trial. Just before the jury returned their verdict she almost collapsed from exhaustion.

The jury, which included two women, were away for an hour and forty minutes, but after half an hour they returned to court with a request to examine the cushion with which it was suggested the murdered woman might have been suffocated, the tweed coat she wore, and the two statements made by Robinson to the police. As the coat had not been identified during the trial the prisoner was brought into the dock to hear the identifying evidence of Detective-Sergeant Steel.

Test of Nerves.

This anti-climax was sufficient to test the strongest nerve, as Robinson was under the impression that the jury had returned to deliver their verdict, but not by a tremor or a glance did he betray the slightest emotion. Throughout the long day the only sign of strain he showed was the beating of a tiny muscle on his left cheek.

I have been present at many murder trials, but never have I seen the prisoner so composed, so much the master of himself, as was the Black Trunk murderer.

Smartly dressed in a grey lounge suit, with a white silk handkerchief displayed in his breast pocket, his fair hair neatly brushed on his sleek head, he looked, with his regular features and fresh complexion, not unlike a handsome, well-set-up respectable man.

"The sort of man," remarked a detective engaged in the case, "who is a mug among men but a winner with women."

Early in the final stages it was evident that the defence was staking everything on a manslaughter verdict, and very skillfully did Mr. Vine build up his line of argument.

The case for the Crown put forward by Mr. Percival Clarke was that Robinson "meant to kill her and did," and, replying to this pregnant sentence, Mr. Vine laid strong emphasis on the fact that the meeting between Robinson and Mrs. Bonati was a chance encounter at Victoria—"the place of chance meetings."

Mr. Clarke, in reply, declared: "The prisoner knew what the motive was, but he has not told us."

Telling Phrases.

Mr. Justice Swift in his summing up was almost Biblical in the simple strength of his telling phrases. "The story of the case is a horrible, gruesome, sickening," he said, "but it is at least plain and lucid." "The woman met the man, went to his office, died, was carved up, and her dismembered body was taken in a trunk to Charing Cross Station, providing a most atrocious and gruesome discovery."

After dwelling on the nauseating feeling invoked by the terrible story of the crime, the judge said impressively: "There never is an adequate motive for murder, and absence of motive by no means

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

CHINESE COMPANY.

Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

No. 1 Section.
Constable R.40 Ng Chi Lau.
R.55 Woo Ting Chang.
R.50 Young Kwun Sui.
R.60 Tso Koon Chai.
R.23 Chan Ping Fan.
No. 2 Section.
R.38 Ngan Chi On.
R.31 Luk Kwai Wing.
R.33 Lo Man So.
No. 3 Section.
R.62 Sim Ping Cheung.
R.64 Kiang Luen Cheung.
R.65 Lo Mang Tsoi.

Parades.

All ranks of the Chinese Company including recruits will parade at Central Police Station for squad drill and rifle exercises under Sergt. R. J. Hunt at 5.30 p.m. sharp on the following dates:—Thursday, August 11th; Tuesday, August 16th. Dress on both days: Muff; members of "A" squad will bring belt and frog.

Examination in Part I.

On Tuesday, August 16th, "A" squad will be examined as to efficiency in Part I. of training course.

INDIAN COMPANY.

All ranks of the Indian Company will parade at Central Police Station for squad drill under Sergt. R. J. Hunt at 5.30 p.m. sharp on the following dates:—Friday, August 12th; Monday, August 15th. (Sgt.) G. B. Hartwood, D.S.P. (R.), Adjutant.

Hong Kong, August 9th, 1927.

shows there was no intention to kill.

"This most gruesome piece of butchery" was another phrase of the judge, whose summing up occupied an hour and 15 minutes.

Women Spectators.

The court was crowded during the closing scenes, but the number of women present was not so great as seen in recent murder trials. Comparatively few people waited outside the court to hear the verdict, which strongly moved only one person—the pale, thin, patient little wife who is not a wife.

ROBINSON'S CAREER.

Robinson was born at Leigh, Lancashire, 36 years ago. In 1912 he married a girl named Mabel Vickers, with whom he lived at Blackpool. The couple had a family. When the war broke out Robinson was a corporal in the Territorials, and in September, 1914, went to Egypt.

At the end of the war, when he was a sergeant, he transferred to the Regular Army, and in 1920 was stationed at The Curragh. His wife and family lived with him there, but later there was a parting, and Mrs. Robinson lost sight of him until she read of the murder of Mrs. Bonati and then learned that the suspect was her husband.

Tasmanian Girl.

In 1923 Robinson made the acquaintance of a Miss Ann Maxwell, a Tasmanian girl employed as a barmaid in Dublin. In March 1923, after his discharge from the Army, he returned to Ireland and bigamously married the girl. With money he had saved he bought a greengrocer's business at Bradford, but the venture was not a success and he disappeared from Bradford. In 1924 he was charged at Folkestone with robbery and assault. He had made the acquaintance of a wealthy woman, and when he disappeared with her jewellery a warrant was issued for his arrest. A few days later the jewellery was returned by registered post. Robinson was sentenced to one month's hard labour.

Later he went to London and worked in public-houses and as a milk roundsman. In his spare time he sought the society of women.

Then he invested £150 in a book-making partnership, which began and ended at Newbury races, where Robinson was told all his money had been lost. Next he put £50 into a business agency, but a few weeks later demanded his money back. Apparently he was under the impression that he could himself make money in the same line, and he next cropped up as the owner of "Edwards and Co., Rochester-roy," where the body of Mrs. Bonati was discovered.

Robinson by this time had come to the end of his savings and was cashing worthless cheques. On the day after the murder it is known that he passed one for £10. To one man who asked him what he thought of the trunk crime he replied: "It appears to be a very sordid case, although I have not read much about it." At different places where he lived he created the impression that he was a single man.

(Continued on next column.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 9th, 1927.	
R.K. Bank	£1,040 buy.
Do.	£1,040 nom.
Chartered Bank	£1,040 nom.
Mercantile Bank, A. & S.	£1,040 nom.
Do.	£1,040 nom.
P. & O. Bank	£1,040 buy.
East Asia Bank	£1,040 nom.
Canton Insurance	£1,040 sel.
China Underwriters	£1,040 sel.
North China Ins.	£1,040 nom.
Union Insurance	£1,040 buy.
Yangtze Insurance	£1,040 nom.
China Fire Insurance	£1,040 buy.
Hong Kong Fire Ins.	£1,040 nom.
Douglas	£1,040 nom.
Steamboats	£1,040 sel., 20 as
Hong Kong Tug	£1,040 sel.
Indo-China (Fr.)	£1,040 nom.
Shell (Fr.)	£1,040 buy.
Shell (Fr.)	£1,040 buy.
Star Ferries	£1,040 buy.
Waterworks	£1,040 buy.
China Sugars	£1,040 sel.
Malayan Sugars	£1,040 sel.
Benguet	£1,040 buy.
Kailan Mining Ad.	£1,040 buy.
Langkats (combined)	£1,040 nom.
Do. (single)	£1,040 nom.
S'has Explosives	£1,040 nom.
Shanghai Loan	£1,040 nom.
Banque	£1,040 nom.
Tromps Mines	£1,040 nom.
Ural Caspians	£1,040 nom.
H.K. & K. Wharfs	£1,040 buy, 113 sel.
H.K. & W. Dock	£1,040 sel.
Hong Kong	£1,040 nom.
New Angliering	£1,040 nom.
Shanghai Dock	£1,040 nom.
H.K. & S. Hecla	£1,040 nom.
H.K. Lands	£1,040 buy, 2 as
Hong Kong Realty	£1,040 sel.
H.K. Territorials	£1,040 nom.
Humphreys Estates	£1,040 nom.
Prince's Buildings	£1,040 nom.
Paral Lands	£1,040 nom.
Evo Cotton	£1,040 nom.
Oriental	£1,040 nom.
Shanghai Cottons (old)	£1,040 buy.
Do. (new)	£1,040 nom.
China Buses	£1,040 nom.
H.K. Tramways	£1,040 buy.
Peak Tram (old)	£1,040 sel.
Do. (new)	£1,040 sel.
Singapore Tractions	£1,040 sel.
Taxi	£1,040 sel.
Amusement	£1,040 buy.
Canton Ice	£1,040 nom.
Cummins (combined)	£1,040 sel.
Do. (old)	£1,040 nom.
Do. (new)	£1,040 sel.
China Lights (comb.)	£1,040 buy.
Do. (old)	£1,040 nom.
Do. (new)	£1,040 nom.
China Provident	£1,040 nom.
Constructions	£1,040 nom.
Dairy Farms	£1,040 nom.
Der A. Wings	£1,040 nom.
H.K. Electric	£1,040 sel.
Macao Electric	£1,040 buy.
H.K. Buses (old)	£1,040 nom.
Do. (new)	£1,040 nom.
Lane Crawford	£1,040 nom.
Mackintosh	£1,040 nom.
Simoes	£1,040 nom.
United Asbestos	£1,040 sel.
Watsons (old)	£1,040 nom.
Wm. Powells	£1,040 sel.
Telephones	£1,040 sel.
buy—buyers; sel—sellers; as—sales nom.—nominal.	

EXCHANGE.

CLOSING QUOTATIONS.

August 9th, 1927.	
On London	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/0 3/16
Documentary Bills, at 4 months' sight	2/0 5/16
On Paris	1/11 1/2
Bank Bills, on demand	1/11 1/2
Credit, at 4 months' sight	1/11 1/2
On New York	1/11 1/2
Bank Bills, on demand	1/11 1/2
Credit, at 30 days' sight	1/11 1/2
On Bombay	1/11 1/2
Telegraphic Transfer	1/11 1/2
On Calcutta	1/11 1/2
Telegraphic Transfer	1/11 1/2
On Shanghai	1/11 1/2
Bank Bills, on demand	1/11 1/2
On Hong Kong	1/11 1/2
Bank Bills, at sight	7 1/2 dics.
Private, 30 days' sight	1/11 1/2
On Yokohama	1/11 1/2
On Manila	1/11 1/2
On Singapore	1/11 1/2
On Batavia	1/11 1/2
On Hong Kong	1/11 1/2
On Saigon	1/11 1/2
On Bangkok	1/11 1/2
Overseas Bank's Buying rate	\$10.00
Gold Loan, 100 fine, per tael	24 1/2
Bar Silver, per oz.	24 1/2

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 8th.	
Paris	124.02
Brussels	24.93
Amsterdam	12.12
Berlin	20.43
Copenhagen	18.14
Vienna	34.50
Helsingfors	102
Lisbon	2.7/16
Bucharest	780
Buenos Aires	47.13/18
New York	4.68 1/18
Gencra	20.21
Milan	18.12
Stockholm	18.80
Oslo	18.80
Prague	164
Madrid	28.81
Athens	372
Rio	5.58/64
Bombay	1/5.27/32
Yokohama	1/11 1/2
Shanghai	2/5
Hong Kong	1/11 1/2
Silver (spot)	24.15/18
Silver (forward)	25

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[A.P.B.]

SENATOR BINGHAM'S IMPRESSIONS OF CHINA.

WARM PRAISE FOR CHANG TSO LIN AND
YEN SHIH SHAN.

SOUTH COMPARED VERY UNFAVOURABLY WITH NORTH.

In a 30-minute address delivered at the weekly dinner of the Shanghai Rotary Club, held jointly with the American University Club at the Astor House Hotel, Senator Hiram Bingham of Connecticut, gave his impressions after four months' tour through various parts of China.

The Senator Bingham spoke for nearly 40 minutes on the merits of administration under the Northern militarists who had, he said, been mislabeled "bandits, robbers, etc." He then gave uncoloured facts concerning the deplorable conditions he found in the Yangtze Valley under Southern administration.

"I do not want to draw conclusions," he said, "but it does seem to me that the best future of China lies in the desire and ability of each province to set its house in order so that useful means for advancing the economic prosperity of its people might go on to better things, where a man can get a square deal and worship God in the way he wishes."

First Impressions.

"My first impressions of China were gathered from a group of foreign refugee missionaries in Seoul when I was passing through Korea in the middle of April last. The impression I received from them was that the situation in North China was entirely different from that in South China: that refugees from the Yangtze Valley had an entirely different viewpoint from that of refugees from other parts more north, Shantung, Chihli, and Peking.

"The South China group felt depressed. I spoke to one foreign doctor who had been forced to evacuate and he told me that he did not believe that there was any use for him to go back or that there was any future for his work in China, although he had devoted the greater part of his life to China and most of his private fortune also. This, he said, was due to the labour conditions in his particular city, which was under the control of the Southerners. These conditions were such that the Southern Army rule made it impossible to conduct a hospital, in which work he had been engaged."

He told of the interference with the hospital's affairs by the Labour Union's representatives and the consequent lack of discipline, without which no hospital can be run properly."

The Labour Union, said this doctor, had presented 16 demands to the hospital authorities: exorbitant demands which the hospital could not possibly meet, and carry on. In one instance one of the male employees of the hospital, a thoroughly undesirable fellow who adopted a hostile attitude after the Labour Union had become objectionable, was dismissed by the hospital authorities.

The Labour Union demanded his reinstatement and set up a "court" composed of a wharf coolie, a cook and a ricksha coolie, sitting as judges to decide the employees' "legal" right to be reinstated. This "court" ruled that he should be reinstated.

Such happenings as these had compelled the hospital to close. It had also been found that the orderlies were neglecting their duties, failing to sterilise the surgical instruments and do other things which were a vital necessity in hospital work.

Then I met nine or ten missionaries from North China," said Senator Bingham, "all of whom wanted to return to their stations. They were unable to understand why they had been advised to leave. They could not understand the feelings of those who had come from the Yangtze Valley. The difference of opinion between those two groups was most marked."

Chang Tso Lin.

Senator Bingham next went to Mukden and had the privilege of inspecting Marshal Chang Tso Lin's great arsenal, his aerodromes and other efficient plants. I was very much impressed by it all," he said, "and with the large number of men at work. I was also impressed by the large number of emigrants constantly arriving from other parts, mostly from Shantung, all of whom seemed to prefer Northern conditions to those pertaining in the regions more to the South."

In the suburbs of Mukden Senator Bingham was struck by the number of large, modern buildings which gave Mukden the appearance of "any Western city in the United States." They were excellently subdivided and suggested a land boom. The city is growing in leaps and bounds under the law and order of the Fengtien Government," said the Senator.

"I also interviewed many great people in the North—Marshal Chang Tso Lin, the great Northern warlord, General Yang Yu Ting, his Chief of Staff, and both these men impressed me as men of great ability. I spent two hours with General Yang Yu Ting who struck me as being very much like a man of the West. He is quick to conceive an idea and execute it—altogether a very able man."

From there Senator Bingham returned to Peking and later proceeded to Shantung province and Tsingtao "which was under better conditions than had been reported."

"I had heard that the city was in a dreadful condition," said the speaker. On the contrary I found it as clean and efficiently run under Chinese administration as any American city. I wouldn't say Chicago, as there might be someone present from Chicago."

"Marshal Chang struck me as being different from other Chinese militarists whom I have met in the course of my travels. He is a man of great power of will, of great courage, interested in trying to build up a good government. He assured me that as long as he is in control in the North everything would be satisfactory from the point of view of the foreigner residing therein. He promised protection for their lives and their property, saying that they would not be interfered with in any degree whatsoever. He also told me of his desire to secure aid from foreign countries," said Senator Bingham, "but of course I was unauthorized to do more than listen to his request."

Northerners Friendly.

"I found no anti-foreign feeling anywhere in the North," said Senator Bingham. "I mingled freely with the people, in the market places, in the fairs. I did so purposely in order to find out if there was any hostile feeling, or secret hatred. But I found no such thing. A little curiosity perhaps to see what this long, lanky Yankee wanted among them. But nowhere did I receive any discourteous treatment. They were all pleasant towards me."

From Peking and Kalgan, where he found many Red Russians, the speaker said that he proceeded to Shansi where he saw various temples and museums. "My visit to Governor Yen Shih Shan was most interesting," he said. "He is of the old-fashioned type and a man who has done much to preserve the old treasures of his province. He is planting millions of trees each year which, to my mind, is one of the most important things which should be done in China in order to prevent floods and destruction to crops, life, etc. This is the only place I saw which had a large percentage of its children attending school. No less than 85 per cent of the children go to school regularly while the remaining 15 per cent are engaged in useful work at home."

"I was tremendously impressed by Governor Yen's wisdom, sanity and courage. He has a well-drilled army, but it is used to preserve law and order. There are no bandits in his province and wealthy people are not afraid to live outside the city walls. It is called the 'Model Province' and the name is fully justified. Other provinces would do well to imitate Governor Yen's system of government."

Fengtien Troops.

From Shansi Senator Bingham went to interview the Young General, Chang Hsueh Liang, son of Marshal Chang Tso Lin. He was then engaged in battle with Marshal Feng Yu Hsiang at Chengchow," he said, "and I witnessed the evacuation by his troops of that city. They were well disciplined troops, so much so that native shopkeepers were able to keep their premises open even while the evacuation was in progress and that in my opinion is a noteworthy feat for any army is likely to forget discipline while evacuating a city. These men paid for everything they bought and I could not help being tremendously impressed by this fact, that they dealt fairly with the people with whom they came into contact."

From there Senator Bingham returned to Peking and later proceeded to Shantung province and Tsingtao "which was under better conditions than had been reported."

"I had heard that the city was in a dreadful condition," said the speaker. On the contrary I found it as clean and efficiently run under Chinese administration as any American city. I wouldn't say Chicago, as there might be someone present from Chicago."

(Continued on next column.)

MURDERERS ESCAPE FROM PRISON.

"A BACKING OF \$40,000."

JUDICIARY AUTHORITY OF SHANTUNG HOPELESS.

The murderers of the late Mr. Carl Fischer escaped from their prison at Tsinan at 3 a.m. on the morning of Wednesday, July 27th, according to a telegram received recently at Tsingtao. Director Chao Chi, of the Kiao Ao Commercial Port, has sent a telegram to the Civil Governor at Tsinan in reply, pointing out the pains taken to secure the capture of the two Russian spies who carried out the brutal murder under such callous circumstances, and that the search for the murderers took months of patient work and effort with the result now shown.

For months since the capture and trial of the two murderers, they have been detained in prison upon the most specious and flimsy excuses. Appeal has followed appeal, and the information that one of them has a backing of over \$40,000, the property of the Gipsy Communistic Theft Society of which he was a distinguished member, has made numbers of people, with no confidence in the integrity of Chinese official jurisprudence, feel that the escape of the prisoners was only a matter of time. Their assertion so far as the gaining of freedom is concerned has proved only too true.

Director Chao Chi has urged that everything possible be done to secure the recapture of the two murderers. Indications go to show that Hankow is the most natural direction for them to make for now. When they were arrested at Shanghai they were in the pay of the communists at Hankow.

The foreign community at Tsingtao is thoroughly disgusted at the supineness of the Chinese legal authorities in the case of the murderers of the late Mr. Semenov, one of whom is now at large, if not both of them.

This second instance of corruption and rottenness is the more exasperating, though not unexpected, and shows to what a depth of degradation a country descends when murder stalks forth free and unfettered in the light of day.

Talking of fetters reminds us that the murderers of Carl Fischer were Thursday morning supposed to be wearing not only leg-irons but handcuffs as well; being convicted murderers. No doubt some wretched petty warders at Tsinan will be punished for sleeping at their posts and allowing this escape, but that will not recover the birds now they are flown.

Mr. Antoschowitz, the local detective officer, who was instrumental in capturing these murderers, will have only one subject for congratulation in this disgraceful affair. He at least begins the new search with the knowledge of who the murderers are, and he has their photographs as well.

It is not many months since the Chinese authorities at Tsingtao made up their minds that one Reginald Locke, an English resident of Tsingtao, committed this murder. They illegally arrested Locke five times, and the British Consul had a very uncomfortable time for refusing to arrest Locke on the ground of want of evidence, and we remember the difficult time a member of our staff had in obtaining the freedom of Locke, who now has a claim for illegal arrest lodged among the archives at Peking. That claim must be getting very dusty these days, but in the meantime, we can only say to the Chinese judiciary authorities of Shantung that they have succeeded in doing exactly what was expected of them.—Tsingtao Times.

churches in Nanking occupied by soldiers, and thoroughly looted as though by a tornado. I found the same conditions in Chinkiang, Wuhu and elsewhere, and to me it was rather depressing to think that the Northern armies were able to maintain better discipline than the Southerners, notwithstanding all that had been said of the Northerners, that they were "bandits, robbers, etc."

Shocked at Chinkiang.

"Nowhere in the North did I see such sights as I saw in the Yangtze Valley. I saw an Episcopal Church at Chinkiang which was deplorable to behold. It was a wreck and was being occupied by soldiers, three of whom I saw sitting on the organ. To see this was to give a shock to anyone who has any respect for religion at all. I regret that I was unable to enter the Baptist Church. Soldiers with drawn bayonets prevented me although I had the necessary credentials from the Nanking Government. Such things show lack of discipline, which is to be regretted. Two weeks before I went out on this tour of inspection an order had been sent out by the Nanking Government that all foreign property, churches, missions, houses, etc., were to be evacuated by troops occupying them. But these orders had not been followed at all."

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NAVAL ITEMS.

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APPOINTED TO CHATHAM.

THE WEST RIVER.

A change will take place shortly in the post of Senior Officer of the West River gunboats on the China Station, where Commander J. U. P. Fitzgerald has served for two years, says a Home paper of July 14th. His successor will be Commander M. L. Clarke, D.S.O., senior commander on the staff of the R.N. Staff College at Greenwich. Promoted in June, 1925, after serving as War Staff Officer with Vice-Admiral Sir William Goodenough on the Africa Station, Commander Clarke joined the Training and Staff Duties Division later in that year, and in 1924 was appointed to the aircraft-carrier Argus. He was awarded the D.S.O. for his services in the Blockade Squadron under Admiral Sir Dudley De Chair in 1914-15, when he was navigator of the flagship Albatross. The gunboats now in the West River are the Taran, Robin, and the first named acting as Senior Officer's boat.

Rear-Admiral A. J. B. Stirling is to become Admiral-Superintendent at Chatham Dockyard on Dec. 7th. Rear-Admiral Benty-Powell has had recent experience in charge of the dockyard at Hong Kong, where he was Commodore from October, 1924, to December, 1925. In the war he was in command of Grand Fleet destroyers in the Shark, Faulkner, and Sauramer, and was commended for his service in action at Jutland and made O.B. In 1918 he became flag-captain and chief of staff in the Portsmouth Command. In the Boxer War he was severely wounded in an attack on Chinese field guns, and was granted a special wounds pension.

ABBEY SERMON ON DIVORCE.

JUSTIFICATION OF STATE DECREES.

In a sermon at Westminster Abbey, Archbishop R. H. Charles declared that from the point of view of the Lord's teaching divorce for disloyalty was permissible, and that the innocent party had the right to marry again.

He did that a recent controversy on the nullity of certain marriages by the Church of Rome had led him to study the question again, and two of his main conclusions were:

(1) Marriage is dissoluble when there is an absolute breach of its essential conditions: so that when the husband is disloyal to his wife, or the wife to the husband, the marriage is, *ipso facto*, dissolved. The State in issuing the decree of divorce is not putting asunder those whom God has joined together, but is only recognising the existing fact that, by the disloyalty of either or both, the persons in question have already put themselves asunder.

(2) The guiltless has the right to marry again.

Roman Decree.

Archbishop Charles said he thought the recent Roman decree of nullity were on inadequate grounds, grounds on which our English courts would certainly have refused divorce.

The conflicting views of the Reform and Eastern Churches on the one hand, and of the Church of Rome on the other, were to be traced respectively to the narratives in the gospels of Matthew and Mark. The two narratives were irreconcilable, and could not, therefore, both be true. Neither from the standpoint of Jewish faith nor Jewish history was it possible to defend the statement in Mark which forbade divorce altogether. In Matthew on Chinese field guns, and was granted a special wounds pension.

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NON-POLITICAL TRADE UNIONS.

A NEW MOVEMENT EMERGING IN ENGLAND.

GROWS OUT OF TWO DECADES OF BAD LEADERSHIP.

A NEW GENERATION CRITICAL OF AGITATORS.

Nothing more significant has emerged from the industrial flux of our times than the movement towards a new grouping of organized labour into unions definitely named and purposed as non-political. The immediate occasion of these new bodies was the trade union debacle of last year, when, in the words of Mr. Ramsay MacDonald, trade unionism "was misled into a battle where defeat was inevitable, and the men who would have saved it were temporarily pushed aside by those who could not." The immediate occasion was not, however, the real cause of the creation of the new unions. That is to be found in two or more decades of mismanagement of the trade unionists' interests by officials who wilfully disregarded their first duty as industrial organizers in order to act as the agents of a political party. Just as a century ago bad leadership by the early industrialists made the trade union movement a necessity, so in this century bad leadership by the leaders of that movement has made necessary the split which is taking place in such unions as the Miners' Federation. The courage of Mr. George Spence made the non-political union a reality and there is every possibility that there will shortly come into being a national federation of these new bodies, with a skilled organizer to direct its affairs.

Decadence of Leadership.

The decadence of trade union leadership is not difficult to analyse. Its origin was the return to the later Victorian Parliaments of Members sent to Westminster not as representatives of the constituents which elected them, but as the virtual delegates of certain trade unions. In the Liberal Parliament of 1906 the Government of the day made a political bargain with the infant Labour party, and rounded off its work by the introduction of Payment of Members. The special privileges accorded to trade unions by the Campbell-Bannerman and Asquith Administrations were freely cited as the direct results of sectional Parliamentary representation, and trade union leaders began to see in a Parliamentary career a more attractive, and indirectly more lucrative, occupation than was to be found in days devoted to the more humdrum and less public avocation of an old-fashioned trade union official. They began to neglect the real work for which they were paid and for which their offices had been created, in order to enjoy the glamour of Parliamentary activities. The replacement of the old type union administrator by a new type of politician using the union as his instrument, was in the circumstances, almost inevitable. The consequence was that in the years between 1910 and 1923 the unions were to a great extent perverted either against the will of their members or in default of effective protest. The war years helped the process, for the men most likely to object to the politicalization of their unions were otherwise occupied.

Decline in Numbers.

If any proof be asked that the feeling of the rank and file of the unions has been against the perversion of the movement, it is to be found in several directions. Membership has steadily declined. On the authority of the Secretary of the General Federation of Trade Unions we have it that one union in 1921 had 89,730 members, and this year has only 45,149; while in another union the corresponding figures are 103,945 and 74,297. For this drop industrial depression does not account. It is due, we must admit, to a variety of factors,

but the dominant factor, we believe, is the disgust of men and women at the misuse of their organizations. This misuse has not been wholly confined to the direct application of trade union organization to political purpose, but has included a waste of funds on such things as unnecessary conferences, occasioned not by industrial questions but only by the political interests created by the occupants of official positions. A further and most striking indication of the revolt of the rank and file prior to the actual formation of the new unions was the atmosphere of critical resentment which surrounded the much-vaunted "loyalty" of the trade unionists to the junta which, in defiance of the constitution of the trade unions themselves, called the general strike of 1926. It is true that to the sentimental call upon them the rank and file responded in great numbers until they realized that they had been tricked into outright illegality, but once the truth was realized the mistaken loyalty ended—and the new unions came into being. Their future will turn upon the capacity of labour to throw up leaders of the type which the modern world needs to lead him wisely and well.

Fruits of Education.

Industrialists, whether employers or trade union officials, are not to-day dealing with the masses of the past. The fruits of popular education are now ripening. Organized workers to-day are more and more approximating to a relatively high standard of education and intelligence. Catch-phrases are not likely to be accepted so uncritically as they have been in the past, and the easy economic fallacies which demagogues have successfully traded as truth will be regarded as spurious. The man who brings to his office merely a glib tongue, a vocabulary of Marxist propaganda, and a vehement class hatred, will no longer satisfy a trade union membership which realizes that the affairs of a big union demand very high organizing qualifications and a thorough knowledge of the actual industry which employs the subscribers. The trade union official of the future will have to be a man far more knowledgeable and far more intent upon his exact job than many of the present extremists are—or the unions will pass from decadence to disintegration. The general strike hurt nothing so much as the trade union movement. Since in a capitalist society the trade union is a necessary balance, that hurt must be repaired if we are not to suffer prolonged reactions from it. It will be repaired by the new type of trade union leader.

National Organization.

That the trade unions should already contemplate national organization is a healthy sign, for, as the figures published show, the first depression in national trade seems to have passed, and there is again the prospect of a trade revival. If all sections of industry resolve to put aside the political distractions which have so injured our progress since the war, and if employers and unions combine to create a good yield as a preliminary to a fair share-out, there is every reason to hope that export figures will continue to increase and that the standard of life and the level of social contentment will improve together. The work of the new non-political unions should be to prosper the worker by making his industry prosperous. When the masses see such a work being successfully performed, the end of the perverted political unions will quickly follow.—*Yorkshire Post.*

MANILA HOTEL TO BE SOLD.

WASHINGTON, August 3rd.
The War Department announced to-day that the directors of the Manila Railroad had decided to sell the capital stock of the Manila Hotel to the highest bidder. The bids will be opened on October 1st.

Four thousand three hundred and thirty shares will be sold, out of a total of 4,500.

This means, in effect, that the Manila Railroad, which is owned by the Philippine Government, desires to place in the hands of practical hotel people the management and operation of the Manila Hotel, the War Department announced.

COUNTESS TO RUN A NURSING HOME.

TRANSFORMATION OF A BIG WEST END RESIDENCE.

Almina Countess of Carnarvon is about to embark upon an interesting venture. She is going to run a nursing home of her own at Alfred House, Portland-place, W. It is a fine house of our storeys, with pillared doorway, sunny balcony, and a big spread of windows. At present it is in the hands of the decorators and is being painted white.

The opening has been fixed for next Monday, and the Countess, who will take an active part in the management of the home, is explaining her scheme at an At Home, to be held at her house in Seasmore-place, Mayfair, on Friday.

UNITED ASBESTOS ORIENTAL AGENCY, LTD.

LOSS FOR THE YEAR SHOWN.

ANNUAL MEETING HELD.

In common with many Far Eastern Companies during the present time, a loss was reported at the 31st ordinary annual meeting of the United Asbestos Oriental Agency, Ltd., which was held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Building, yesterday, at noon.

Mr. C. A. Peel presided, and he was supported by the following shareholders: Messrs. A. Murdoch, H. J. Silva, D. Harvey and Mr. G. R. Edwards (Secretary).

Chairman's Speech.

Addressing the meeting, the CHAIRMAN said:—The result of working for the financial year ending May 31st, 1927, shows a loss of \$15,910.32. After deducting the balance brought forward of \$4,159.90 there remains a net deficit of \$11,750.42 which it is proposed to carry forward to the new account.

It is to be regretted that results do not permit of any dividend. I trust that in the hope of improved trading conditions you will endorse the proposal to carry forward the deficit rather than encroach upon our Reserves. You will observe that the cash position is somewhat acute and your General Managers have made the Company a loan of \$12,000.

Your property and launch have been maintained in good condition and the values placed upon stocks are on a conservative basis. As the properties have been well written down in value in former years it is not considered necessary to allow anything further for depreciation in last year's accounts.

In March this year your superintendent, Mr. W. C. Shiner, tendered his resignation and as the present volume of business can be handled by the remainder of the staff, it is not intended to replace him until conditions warrant. In the meantime this reduction in staff will appreciably decrease trading expenses during the current year.

At our last meeting, reference was made to the purchase of patent rights and the necessary plant for a process of spraying metals which has met with much success in Great Britain and elsewhere. The hope was expressed that good results from this process would appear in the accounts being presented to you to-day. I regret, however, to inform you that after overcoming many unforeseen obstacles in getting the plant erected we are now faced with unexpected difficulties in operating it. Numerous experiments have been carried out in co-operation with the Government Analyst and the Hong Kong and China Gas Co. some of which have proved failures whilst others have been partially successful. This variation in results is peculiar and is engaging our attention. Although we cannot be certain it may be due to the excessive humidity of the atmosphere this year. Our Engineers are naturally reluctant to accept contracts of any magnitude or even to attempt a demonstration of the process until they are assured of reliable results being obtained. The Hong Kong and China Gas Co. are rendering us assistance, and we fully expect present difficulties will shortly be overcome. In the meantime, this undertaking is locking up a considerable amount of capital and so far has brought in practically nothing.

I now propose the adoption of the report and accounts as presented and after this has been seconded I shall be glad to answer to the best of my ability any question which shareholders may care to ask.

Mr. Murdoch seconded, and the report and accounts were adopted unanimously.

Other Business.

On the proposition of Mr. Murdoch, seconded by Mr. Silva, Messrs. Linstead & Davis were re-elected as auditors, at a remuneration of \$300.

This was all the business of the meeting.

HOSPITAL COMFORTS.

The Committee begs to acknowledge with many thanks reports of parcels of books from Mr. F. K. Ewart, Mr. W. J. Kerr, Mrs. Dunlop, Hon. Mr. J. Owen Hughes, also a parcel of gramophone records from Mr. Ewart.

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TRAGEDY OF A PRINCESS.

WIFE OF DATU TAHIL LIKE A MORO PEASANT.

Jolo, August 3rd.

The beautiful and charming Princess Tarhata Kiram of old days is no more. The splendor of her rank and the honours heaped upon her during the heyday of her nobility have passed, and now there only exists a pale, poorly clad young woman, a mere shadow of the former splendid young princess, who answers to the simple name of Tarhata Kiram, wife of the notorious Datu Tahil. Tarhata has voluntarily divested herself of all titles of nobility and has converted herself into an ordinary Moro woman, living a life of hardships and misery.

She has gone into retirement and refuses to make public statements, especially to newspaper men. She hides when people look for her, as her misery and poor clothes compel her to withdraw from the public eye.

Her uncle the Sultan of Sulu, has refused to extend to her his clemency. He refuses to see her or hear anything about her. This is why Tarhata, abandoned by her uncle, has chosen the quiet, retired life of a common Moro woman with none of the titles which once made her the most outstanding feminine figure in Moroland.

After difficulties, your correspondent finally succeeded in obtaining an interview with Tarhata Kiram. Speaking with childlike frankness, she admitted her plan of divorcing her husband, Datu Tahil, if he does not succeed in obtaining executive clemency from the governor general. Datu Tahil, as many will remember, was recently convicted in the court of first instance of sedition and sentenced to ten years imprisonment. Talking on board the *Isas Filipinas* in the harbour at Jolo, Tarhata said that she would divorce her husband in accordance with the laws and customs followed by the Mohammedans.

Once in a while Tarhata during the interview allowed a vague smile to pass over her pale lips. Her look was unsteady, her eyes often turning to objects seemingly far away in a vacant gaze. When she turned her gaze on her interviewer, it seemed that all the enthusiasm of her youthful soul and all the Moorish impetuosity of her being had deserted her forever, leaving nothing but the acute recollections of suffering and mental anguish.

"As an ordinary human being," she said after a long silence, "I naturally feel the common impulses of life. Don't you think that it will be difficult for a woman like me to wait for the return of a man who will be locked up in prison for a long time?"

When asked how she liked life in Jolo compared to her splendid life in the United States as a student, she said smiling: "I like Jolo better than any other place in the world. This is my town. I was born here. There is more sincerity in all walks of life here, while everything in America seems artificial."

She also said that she planned to go to Manila to work for the pardon of her husband. She denied any intention to appeal the case of Datu Tahil. However, she admitted that the papers for the appeal had been prepared and forwarded to the supreme court by their lawyer, Attorney Fernandez.

Tarhata Kiram voluntarily boarded the *Isas Filipinas* to grant the interview after staying in hiding and refusing to see any newspaper man for one whole day. She appeared accompanied by people of the group of Rogers and Link, well known supporters of Tarhata and enemies of Governor Moore.—*Manila Times.*

AMERICA'S PROBLEM.

WHITE AND NEGRO CAN'T MIX.

SEGREGATION EVEN IN CHURCH.

A bitter attack on the American people for their treatment of the coloured race is made by Mrs. Carl Van Vechten, the wife of the author of "Nigger Heaven," the book which focuses attention on the scandal of the colour bar.

She has just arrived in England, and revealed some amazing facts to a *Sunday Chronicle* representative.

"Perhaps owing to the persecution of many years," she said, "the negro is very sensitive, and feels it intensely that he is not allowed to eat with white men, and yet an artist he can command the same attention as any other performer."

"The case of Roland Hayes is an example of what I mean. When he sings at the Carnegie Hall—one of the largest concert halls in New York—his audience is perhaps three-quarters white, and he is accorded the reception due to a great artist. Yet he is barred from the privileges which would be his were his skin a different colour."

Those Who Cheered Him.

"Then there is Paul Robeson, who played over here in Emperor Jones. He, too, is a great actor and has a marvellous voice, but if he wanted a sandwich in New York he would not be allowed to eat it in the company of white people."

"I remember one particular incident. Paul had appeared in a new production at one of the great New York theatres, to which thousands of people were flocking. He had a great reception."

"After the performance the producer wanted to invite Paul to his table at a restaurant. But the management refused to let him eat in the same room with hundreds who had been a little previously madly enthusiastic over his art."

Panned Off In Church.

"If you enter a theatre in New York and want to meet coloured folk, do not try the stalls. Instead, find the top-most gallery. There you will discover them cut off from the others. They pay their money; but they can't take their choice."

"In many churches there is the same kind of bar to rail off the white-souled, but colour-skinned, adherents to the faith."

How Long Will It Last?

"The question remains unanswered how long can such a barrier be maintained?"

Mrs. Van Vechten described what she saw at Harlem, where 80,000 coloured people are living a segregated life.

"Harlem," she said, "is a coloured world made up of rich merchants, clerks, writers, singers, and dancers—a coloured world within a white world, but never of it."

A VEHICULAR FERRY ACROSS THE HARBOUR.

ADMITTEDLY A BOON TO THE PRIVATE MOTORIST.

WILL IT BE OF COMMERCIAL ADVANTAGE?

OPINIONS OF BUSINESS-MEN SHARPLY DIVIDED.

The opinions of Hong Kong's business men are sharply divided regarding the utility and commercial prospects of a vehicular ferry across the harbour—the subject discussed in a leading article in the *Daily Press* yesterday. Mr. C. Lauritsen, the Managing Director of the Dragon Motor Car Company, advocates the establishment of such a ferry but does not regard it as a commercial proposition. He looks upon it as a needed public improvement which should be undertaken by the Government. He did not think that lorry owners would seriously consider using the ferry for transport service but would prefer to maintain lorries on either side of the harbour. This latter opinion was, to some extent, supported by Mr. F. H. Crapnell, the Manager of the Kowloon Wharf and Godown Company, who believes that transport by junks will always hold its own. On the other hand, Mr. R. L. Bridger, of Messrs. Lane, Crawford & Co., considered that the transport of goods in lorries by means of a vehicular ferry would prove most economical and that firms would be saved considerable sums of money. Mr. R. L. Bridger, Managing Director of Messrs. Lane, Crawford & Co., agreed. "With the money we should save on lighterage," he remarked, "we could buy many more lorries."

Of course, every one admits that a vehicular ferry, working, say, until mid-night every day of the week would be a great convenience to the motorist who wished to go for a drive in the New Territories. That is taken for granted, but our enquiries were not directed particularly to that aspect of the subject. We wished to find out whether firms would find the ferry commercially advantageous and whether they would use it sufficiently to provide a revenue which would pay working expenses and give, within the course of a few years, a reasonable return on capital expenditure.

In view of the conflicting opinions among business-men themselves it appears to us highly important that further careful investigations should be made and detailed estimates drawn up in the light of the information provided. One gentleman whom we interviewed expressed the opinion that fifty or sixty private cars would be taken across the harbour every summer evening. That is probably an outside estimate but even so the revenue of \$2 a car would not go far towards maintaining a ferry when the piers alone are expected to cost \$2,000,000.

Some of the views given to the *Daily Press* are published below.

Mr. C. Lauritsen.

Mr. C. Lauritsen, the Managing Director of the Dragon Motor Car Co., Ltd., said: "I do not think the question of a vehicular ferry across the harbour should be considered from the commercial point of view. To my mind we ought not to dwell too much upon whether the ferry will be a paying proposition. I regard such a ferry as a needed public improvement and, as such, it should be taken in hand by the local Government."

"Even the Godown Company," continued Mr. Lauritsen, "do not consider the transportation of motor-cars by the Star Ferry lighters as a commercial proposition, but they do the work for the convenience of the public. A charge of \$2 is made for each car, and unless there is a load of five to six cars I should not imagine that the costs of the trip are covered apart altogether from making a profit. I should estimate that a trip by one of the Company's lighters would cost \$10, taking into consideration wear and tear, fuel, labour, etc., so that if only one car is carried—as often happens, there must be a loss. If this is the case with a private Company I do not think the Government should concern itself unduly with questions of profit and loss. The deciding factor should be the need of the public." If the present ferries were enlarged and made something like the ferries plying in the States and between Liverpool and Birkenhead there would be plenty of room for cars in them.

"In my opinion," said Mr. Lauritsen, "private car owners will use the vehicular ferries more than lorry owners. The lorry would lead to an increase of private car traffic at the week-end, and during mid-week. Under the present system a lighter has to be ordered and if one is not back from, say, Fanling or Castle Peak at the appointed time there may be no lighter available. Car owners, I feel sure, would be glad to pay \$1 or even \$2 for the privilege of bringing their cars across the harbour at any hour by ferry."

"As regards the transportation of lorries with their loads from one side of the harbour to the other, I do not think that is a commercially sound proposition. I do not think lorry owners will seriously

consider sending a fully loaded lorry over. Some cargoes would be too heavy to take over in lorries and would have to go by junk. Firms doing transportation business on a large scale would continue to maintain lorries on either side of the harbour. The ferries would be useful if a lorry broke down and had to be replaced, or if it was desired to augment the lorry service on one side or the other, but apart from these considerations I do not think the ferry service would be of much value to lorry-owners. The present system of transportation of cargoes by lighter or junk to the nearest point to the godown or factory would be cheaper."

"But," concluded Mr. Lauritsen, "in my view lorry traffic is not the main consideration at all. To all car owners the ferry would be a great boon."

Mr. R. L. Bridger.

Mr. R. L. Bridger, Managing Director of Messrs. Lane, Crawford, Ltd., said: "A vehicular ferry service would certainly be of great value commercially. Firms that have godowns on the Hong Kong side could send over their lorries to the wharves, load them, and bring the goods straight back to the godown in the lorries. The new system should be much cheaper than the old. With the money we spend in lighterage we could buy many more lorries."

"I maintain that if there were an efficient motor ferry it would be full nearly all the time. Even if it is not likely to pay, it should be established for the benefit of the Colony."

"It would also be of great value to private motorists, and it should be remembered that the Chinese are now taking up motoring in steadily increasing numbers."

Mr. F. H. Crapnell.

Mr. F. H. Crapnell, Manager of the Kowloon Wharf and Godown Co., said:—

"Water transport across the harbour will always hold its own. Lighterage from Kowloon to Hong Kong costs 30 cents a package; on the ferry it would cost double that sum. For heavy cargoes a large number of lorries would be required, or each lorry would have to make several trips. I do not think the idea would be of much use commercially."

(Continued on next Column.)

THE SHAIKIWAN MURDER.

TWO SUSPECTS CHARGED.

REMAND GRANTED FOR A WEEK.

The two men arrested in connection with the murder of Mrs. Mackay, wife of Mr. C. Mackay, a time-keeper at Taikoo Dock, on the Sai Wan Road, near Shaikiwan, on Saturday night, were brought before Major C. Willson at the Central Magistracy yesterday morning. Their names were given as Kam Shun (25) and Cheng Tsang (31) and they were charged with stabbing and murdering Mrs. Mackay during the commission of an armed highway robbery.

Chief Detective-Inspector Reynolds appeared in Court and asked for a week's formal remand, offering no evidence.

The prisoners appeared in the dock in clothes provided by the police, it being understood that their own clothing has certain stains and these are undergoing microscopic examination.

An identification parade was held on Monday afternoon at which the deceased's nephew, Walter Eckert, aged 14 years, was present, but the result was not divulged.

It was learned yesterday that the police search party are now looking for the dagger.

A Building Contractor.

A leading Chinese building contractor said:—"The need for such a ferry should be apparent to all business-men who have goods to transport across the harbour. It costs me no less than \$10 to send fifty barrels of cement from Kowloon to Hong Kong or vice versa with about ten coolies to look after them. When the cement has been unloaded at the wharf or jetty a lorry has to be hired. If there was a vehicular ferry I should probably be able to send a lorry fully loaded across the harbour for not more than \$5. This service would not only save considerable time and expense but would lessen the chances of pilferage en route. I think the ferry would pay. I should say, as a building contractor, that it would pay handsomely. The New Territories are not yet developed and the day is not far distant when there will be very considerable building activity in those areas."

Other Views.

The Superintendent-Engineer of a Company owning a number of lorries and doing a great deal of transport work on both sides of the harbour, said:—"A vehicular ferry service will be of no benefit to us. Junks are bound to be considerably cheaper. Building contractors and private motorists are the only people likely to find it of any great use. It will probably be many years before such a ferry will pay."

The Manager of another firm using several motor lorries said:—"A vehicular ferry, after a time, should pay hand over fist if maintained properly and according to schedule. There is a crying need for this service and I am sure motor-owners and importers would be glad to co-operate with the Government in the matter. The present method of transporting goods from the Peninsula to the Colony, or vice versa, involves a great deal of breakage and expense. If a firm has a godown on the water-front and wishes to send goods over to Kowloon, coolies have to be engaged to take the goods from the godown and load them on the junk. That is expensive No. 1. The next item is lighterage. The third will be handling charges for unloading the goods at Kowloon and putting them on a lorry. If a vehicular ferry were in existence all that would be required would be to load the goods at the godown, send the lorry across and drive straight to the place where the goods had to be delivered. This would not only save handling charges but diminish the risk of breakage. From a motor-car owner's point of view a vehicular ferry would be a god-send. It would enable people living in Kowloon to have a spin round the island whenever they wished to do so. Hong Kong residents would be able to spend an occasional evening driving round the New Territories. Even if the transportation cost \$5 a car it would be worth it."

(Continued on next Column.)

THE COMING INVASION.

PREPARATIONS IN CANTON.

FIGHTING EXPECTED SHORTLY.

VISIT OF MR. CHU CHAO HSIN.

[FROM OUR CHINESE CORRESPONDENT.]

The rumour spread abroad that General Li Tsai Hsin, Chief of Staff of the Kuomintang Army in name and General Officer Commanding the Troops in Canton in fact, is to ally himself with Hanchow has so far proved to be untrue. General Li has himself announced that he will personally command the Canton forces against the coming invasion of Kwangtung Territory by way of Kiangsi by the "Reds," who are now concentrating at Nanchang, the only important centre which has not repudiated Bolshevik influence. General Huang Shao Hung, who is still in hospital, has been named as the field commander of the central sector in the coming war against the "Reds" in Kiangsi, while General Chien Ta Chun will command the right, and General Fan Shek Shang, the left sectors of the war front. Colonel Chang Wen will act as Chief of Staff to the Field Commander-in-Chief (General Li). There are now at least 30,000 troops on the Kwangtung-Hunan-Kiangsi borders. During the last few days there have been several arrests for espionage in Canton and there seems now to be some solid ground for the earlier reports that the "Reds" are still powerful among certain groups of Cantonese.

General Chiang Kai Shek is desirous of transferring the equipment and other movable property of the Military Academy at Whampoa to Nanking, knowing that he will no longer be welcomed in Canton. But there appears to be some opposition on the part of certain members of the present regime in Canton and also on the part of the old members of the institution, some of whom are "Reds."

These say that when the Soviet Mission under M. Borodin was supplying arms and other war materials to the Academy, it was to help their comrades in Canton generally, and not any individual. Since Chiang is no longer regarded as a "comrade," the "Reds" think that the Academy should remain intact in Whampoa with all the property attached thereto.

Rewards of \$500 and \$300 are being offered in Canton for the arrest and conviction of anyone printing and distributing "counter-revolutionary" circulars. Since the "Reds" were suppressed in April last, the followers of the Soviet Mission have been at work undermining local authority and attacking the pro-Nanking or Chiang Kai Shek faction. Lately the "Reds" have not only been distributing circulars unfavourable to Chiang Kai Shek but, as known, have also been throwing bombs.

Mr. Chu Chao Hsin, Peking Delegate to the League of Nations and the representative in London and Rome of the Peking Government until Marshal Chang Tso Lin withheld all pay to the Legations abroad, is now in Canton on a visit. Mr. Chu is a native of Fahyun, a Northern Kwangtung District, and intends going to Nanking to associate himself with Dr. C. C. Wu, the Minister of Foreign Affairs. Some of Mr. Chu's friends, however, are advising him to remain in Canton or Macao, to see which way the wind blows before following Dr. Wu to Nanking, as it may be Mr. Eugene Chen, and not Dr. Wu, who will have the decision later regarding Foreign Affairs.

Owing to the unsettled conditions in Canton the anti-British Boycott Extension Society have called several meetings without being able to get a quorum and the

(Continued on next Column.)

ANOTHER ATTEMPT ON GEN. LI.

SAVED BY ALERTNESS OF BODYGUARD.

[FROM OUR CHINESE CORRESPONDENT.]

Another attempt on the life of General Li Tsai Hsin, Officer Commanding the Troops at Canton, was made last Sunday evening. General Li was visiting General Huang Shao Hung, who is a patient at the Yu Yeong Yuan Sanatorium, when a bomb was found by his bodyguard near the gate of the building just about the time that the General was due to leave.

The soldiers acted with great promptitude and the bomb was exploded well away from anywhere where it could do damage.

The "Reds" are suspected of having perpetrated this outrage but there is no news of any arrest.

CANTON SERVICE RETURNING TO NORMAL.

The *Kinshan* this afternoon brought from Canton 7 Europeans and 91 Chinese. She had a fair cargo of fruit and silk.

The *Taishan* last night brought about 100 Chinese. Cargoes were also good.

CANTONESE KILLED AT SINGAPORE.

GUNMEN'S VICTIM FOUND BY EUROPEAN LADIES.

A man was shot dead in River Valley Road, Singapore, at about 7 a.m. last Tuesday, apparently only a few minutes before two European ladies, on their way to the Tanglin Market, arrived on the scene.

Three shots found their mark in the unfortunate man, a Cantonese, but it is not clear how many were fired by the three Cantonese gunmen who were seen to draw on him.

The shots were fired at close range. It is reported that the men stopped their victim, and that one of them spoke to him before they suddenly drew their revolvers and shot him down.

The Man Went Down Without a Cry.

With one bullet finding entrance in the head and another over the heart, death must have been instantaneous.

Although neither Mrs. Johnson, wife of Court Inspector Johnson, nor Mrs. Brown, wife of Court Inspector Brown, on their way to the Tanglin market from New Bridge Road, heard any shots fired, they apparently arrived almost immediately after the shooting, for a crowd was just beginning to collect about the murdered man when the ladies drove up in a car.

Mrs. Johnson immediately telephoned the Central Police Station from the Tank Road Station Master's office, and on their arrival the Police were able to get hold of a Chinese eye-witness.

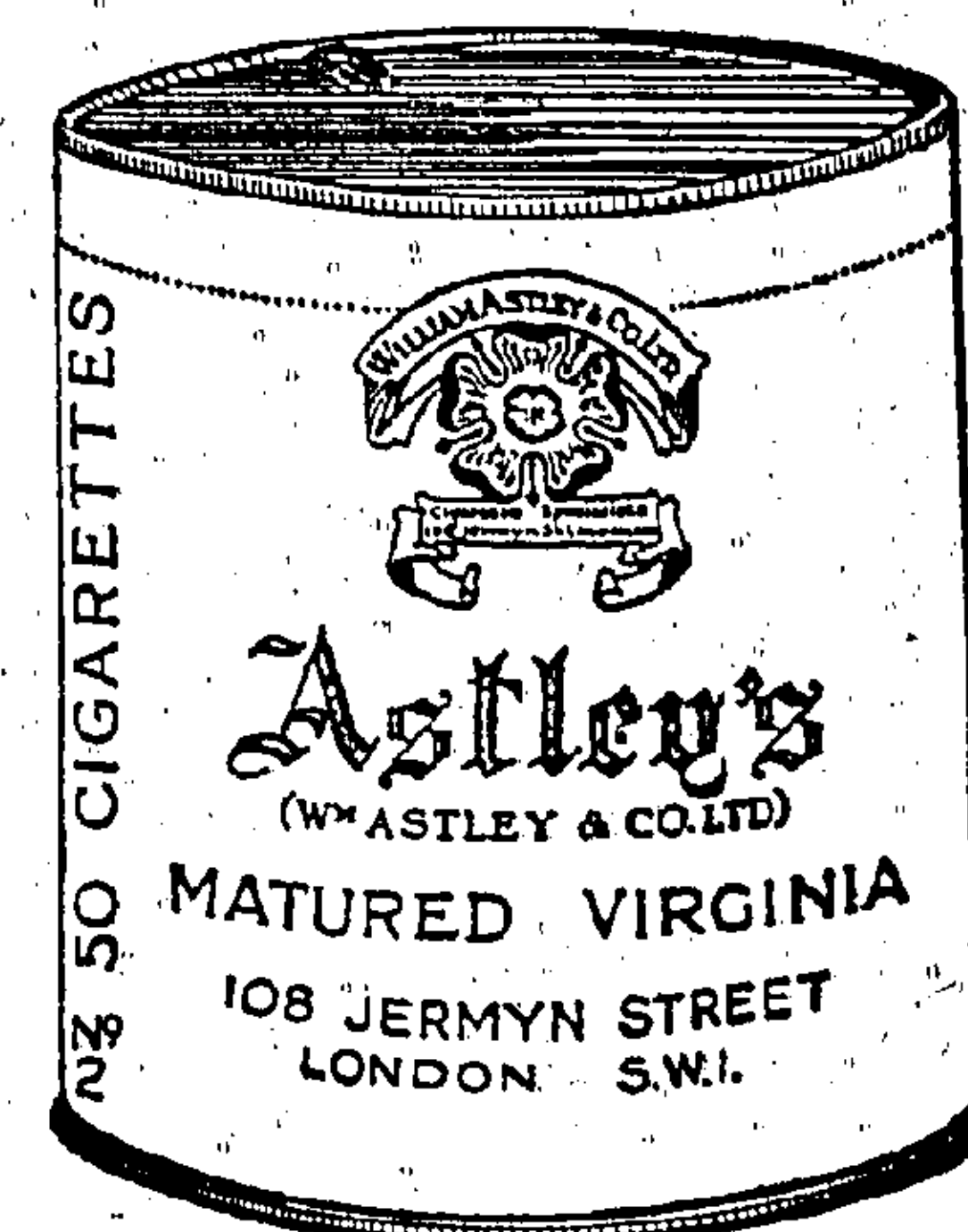
This man's story is that the men followed their victim for some time before the shooting. He describes the incident as having occurred very quickly, in less time than it takes to tell. The shooting took place towards the Hill Street end of River Valley Road.—*Straits Times*.

agitation in favour of an anti-Japanese boycott has not met with so much support as it otherwise would have done. The reports of bomb outrages and the mining of vessels have occupied much of the newspaper space which would have been devoted to anti-Japanese propaganda.

Mr. Hsu Chung Ching, for several years Commissioner of Education in Canton, the most popular official in the Canton Administration as far as the public are concerned, is not by any means discouraged by the treatment accorded him by successive factions dominating the local situation. Practically every leader coming into power has placed a friend in Mr. Hsu's place, but invariably when the would-be successor has looked into the budget and discovered the long list of unpaid debts of the educational department, he has refused office, and Mr. Hsu has been asked to officiate *ad interim*. But Mr. Hsu has never cared much about his status. He goes on with his work as though he had never been replaced or re-instated. His great object is to promote education among his fellow provincials.

(Continued on next Column.)

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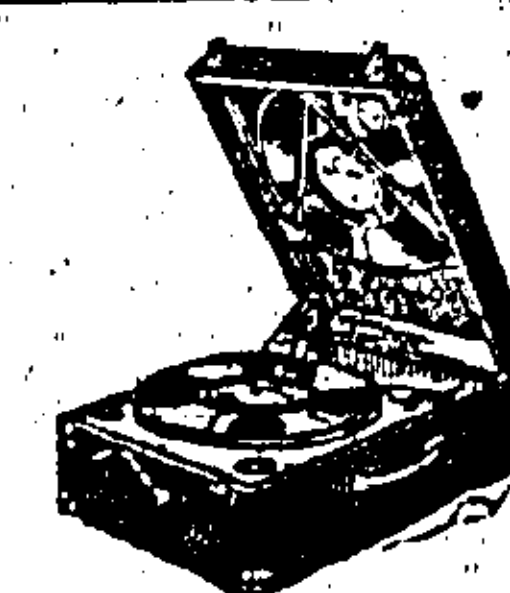
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DISAPPEARING LONDON. By E. BRADFORD CHAMBERLAIN. With twelve illustrations after famous etchings ... \$3.75
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NEW ADVERTISEMENTS.

NOTICE.

ON THURSDAY, 11th AUGUST, being the ANNIVERSARY of the CONSTITUTION of WEIMAR, the Consul for Germany will hold a RECEPTION at his Residence, 115, THE PARK, from 11.45 a.m. to 12.30 p.m. The Consulate will be CLOSED for Transaction of Business on that Day. Hong Kong, 8th August, 1927. [5908]

ETUDE DU PAC DE MARSOULLES.

AVOCATS A CHANGHAI.

TRIBUNAL CONSULAIRE DE FRANCE.

EXTRAIT D'UN JUGEMENT DE DIVORCE PAR DEFAUT.

D'UN jugement rendu par défaut par le Tribunal Consulaire de France à Changhaï, le samedi trois juillet 1926, enregistré et signifié au profit de Madame Nathalie Marie Philomène VAN DER LINDEN, demeurant à Changhaï, épouse de M. Auguste, François, Robert NEGGE, contre ledit M. Negge, époux, demeuré à Hong Kong et présentement sans domicile connu, il appert que le divorce a été prononcé entre les époux Negge à la requête de la femme.

La présente insertion a été faite en vertu d'une ordonnance de M. le Magistrat Consulaire en Chine, Président du Tribunal Consulaire de France à Changhaï, par emploiment de M. le Consul Général de France dite ville, en date du 31 Juillet 1927 enregistré et ce, en conformité de l'art. 247 parag. 3 du Code Civil modifié par la loi du 18 avril 1886.

Pour extrait
L'Avocat commis d'office
H. LE GUELLEC,
Avocat au Tribunal Consulaire de France.
[5203] Docteur-en-Droit.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF WILLIAM LINN FERNIE, LATE OF SHANGHAI IN THE REPUBLIC OF CHINA, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 5th DAY OF SEPTEMBER, 1927.

All Creditors and Others are accordingly hereby Required to send their Claims to the Undersigned on or before that Date.

Dated this 4th day of August, 1927.
WILKINSON & GRIST,
Solicitors for the Administrator,
9, Queen's Road Central,
Hong Kong.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF JANE WILLIAMS STEPHENS, LATE OF NO. 5, PEAK ROAD, HONG KONG, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 4th DAY OF SEPTEMBER, 1927.

All Creditors and Others are accordingly hereby Required to send their Claims to the Undersigned on or before that Date.

Dated this 5th day of August, 1927.
WILKINSON & GRIST,
Solicitors for the Executors,
9, Queen's Road Central,
Hong Kong.

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the General Managers of the Company made on the 9th INSTANT, A Call of \$1.00 Per Share has been made upon the Members of the Company Payable on or before the 12th DAY OF AUGUST, 1927, to the Company's Bankers, THE HONG KONG & SHANGHAI BANKING CORPORATION. Dated this 11th day of May, 1927.

SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

MONIES Up to \$120,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.
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[5154]

INTIMATIONS.

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HONG KONG REALTY AND TRUST CO., LIMITED.

(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.)

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, EXCHANGE BUILDING (2nd Floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 27th DAY OF AUGUST, 1927, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended on the 30th JUNE, 1927, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th DAY OF AUGUST, 1927, until SATURDAY, the 27th DAY OF AUGUST, 1927, Both Days inclusive.

By Order of the Board,
C. F. Y. RIBEIRO,
Acting Secretary.
Hong Kong, August 8th, 1927. [5197]

BASEBALL: HONOLULU CHINESE SERIES.

PATRONS:—
HONG KONG BASEBALL ASSOCIATION.

WEDNESDAY, AUGUST 10th,
5.00 P.M.

ALL-AROUND CHINESE OF HONOLULU

SOUTH CHINA "DRAGONS."

SATURDAY, AUGUST 13th,
2.30 P.M. & 4.00 P.M.

1.—SOUTH CHINA "TIGERS."

2.—ALL-AROUND CHINESE OF HONOLULU

CLUB DE BECROIX.

2.—ALL-AROUND CHINESE OF HONOLULU

FAR EAST (CHINESE-FILIPINO-JAPANESE).

SUNDAY, AUGUST 14th,
2.30 P.M. & 4.00 P.M.

1.—HONG KONG BASEBALL CLUB

SOUTH CHINA "DRAGONS."

2.—ALL-AROUND CHINESE OF HONOLULU

ALL HONG KONG.

ADMISSION:—Holders of Membership Cards of Hong Kong Baseball Association, 50 Cents; Ladies, on South China A.A. Complimentary Tickets Only; Others, \$1.00 and 50 Cents.

MANAGEMENT:—
SOUTH CHINA ATHLETIC ASSOCIATION.

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Three-roomed FLAT (Ground Floor) in No. 7, PRAT AVENUE, with Finish and Sanitary Conveniences.
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SPANISH DOMINICAN PROSECUTION.
[5185] Phone: No. 741 C.

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OFFICES TO LET on 3rd Floor, 14, CHATER ROAD. Moderate Rental. Apply—P.O. Box No. 611. [5108]

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WANTED.—5/6 ROOMED HOUSE. Lease, mid-levels or near PEAK TRAM preferred.—Apply Box No. 5121, c/o Hong Kong Daily Press. [5121]

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The Daily Press.

[Hong Kong, August 10th, 1927.]

HOUSING PROBLEMS IN ENGLAND.

We are not surprised that there is some concern in England in regard to the position of housing accommodation. Once again the Rent Restriction Act, which was a war time measure that entitles tenants to retain possession at pre-war rentals plus a small addition thereto has been renewed for another year. When this Act was passed prices were soaring in respect of nearly everything, but owners of small property were placed under restraint. There was a house famine through the cessation of building operations, and it was undoubtedly the business of statesmanship in a great national emergency to protect the homes of the people. But the conditions are now entirely different. By means of Government grants and subsidies local authorities and private firms have been encouraged to build houses. The feverish haste to provide dwellings has unfortunately been responsible for a sameness of type and a lamentable lack of architectural merit, but on the other hand it can be pleaded that the shortage is no longer acute.

In the House of Commons a few weeks ago Mr. NEVILLE CHAMBERLAIN, the Minister of Health, gave some interesting figures which showed the position as regards housing. He revealed that in 1925 dwellings were erected to the number of 137,000; this figure had risen to 173,000 in 1926; and in the present year the really prodigious total of 217,000 has been reached. These impressive figures naturally encouraged the hope that

the housing problem had been solved, but the feeling of satisfaction was somewhat dampened on the following day when Mr. CHAMBERLAIN in reply to a question in the House laconically announced that the present annual requirements of new houses in order to meet the growth of population was estimated at 270,000.

No doubt this last mentioned fact indicating that demand is still in excess of supply has had some influence in shaping policy, and explains the retention of the Rent Restriction Act. But while it is excellent to shield people from the hardship of excessive rent or the misery of eviction, it remains to be said that there are vast numbers of tenants who ill deserve the protection of the State. It is notorious that while they are safe from the activities of property sharks or predatory landlords they are themselves in numberless instances the most remorseless of profiteers. Married people and families who are unable to live in a house of their own are at the mercy of sub-letting renters.

Through no personal fault hundreds of thousands of people who are obliged to live in lodgings are already unfortunate in being hampered and restricted in respect of domestic requirements and comfort. That they should be mulcted of weekly payments for a couple of rooms which cover in many cases the rent and rates of the whole house is very much like adding insult to injury. Moreover, as things are, there is the extraordinary paradox of thrifty people who have built or purchased house property, intending to live on the income from rentals, being penalised as regards their investments for a purely social reason. Apart from this consideration it is surely an aggravating inconsistency that their tenants, who are given by Act of Parliament all the direct advantages of a restricted rent, should remain free to exploit those to whom they sub-let their tenancies.

It is stated on good authority in England that at the present rate of building about half a million dwellings are still required to make up the deficiency caused by the almost complete cessation of building during the war. The obvious inference, therefore, is that it will be some few years before normality is reached, and it is natural that the Government is being urged to ameliorate a condition of things which is inequitable. Indeed, in a year's time if the Rent Restriction Act is not then modified or withdrawn its operation will subject the sub-tenant to even worse exploitation unless what he has to pay is legally made to bear reasonable proportion to ordinary rent. Tenants and sub-tenants should be placed on the same footing in this respect. That view is being put before the Government. The house famine in England created one kind of problem, but State intervention has since created several others. That, however, is usually the way when a Government takes part in matters which rightly belong to the sphere of private enterprise.

The late Mr. Vivian F. Smith (38), of Freshwater, Isle of Wight, formerly of the Peak Hotel, Hong Kong, left estate valued at £42,363.

The team of Australian swimmers who are to visit Japan are due on the *Tango Maru* at the end of this week.

Two hooligans sprang upon a Chinese woman as she was returning from the Che Wan temple in Kowloon City yesterday. She was seized by the throat and robbed of a pair of bracelets valued at \$20.

Passengers leaving on the *Kifano* for Europe included: Lieut. Comdr. K. Makita, Mr. and Mrs. T. G. Weall, Mr. M. Breen of the Postal Department, Mr. and Mrs. G. Dodwell, Mr. and Mrs. A. H. Crook and Mr. and Mrs. G. Watt.

The total output of the Kailan Mining Administration's mines for the week ending July 23rd, amounted to 83,925 tons, and the sales during the period to 107,033 tons.

Among the passengers arriving here by the *Empress of Russia* were Capt. W. Davison, Mr. and Mrs. P. S. Cassidy and children, Mrs. A. G. Gordon, and Mr. H. S. Vestey.

A Chinese *foh* in the junk full of kerosene, which caught fire in the typhoon shelter at Yau-mat about two weeks ago, has died of injuries received at the time of the fire.

A Japanese, residing at 60, Praya East, met a tragic end by falling from the second floor verandah into the street last night at about 11.15. The deceased returned from Yau-mat at 7.30 apparently, it is alleged, intoxicated. None of the inmates of the floor could tell whether the action was deliberate or accidental.

The case arising out of the fracas near the Pioneer silk store on July 14th, as a result of which five Indians were charged with assault, came up on remand before Major C. Willson yesterday at the Central Magistracy. After hearing further evidence, his Worship again adjourned the case until Friday afternoon.

Charles Chamier's "Our Cabaret" party gave another very "fine" presentation of "Snappy" at the Star Theatre, Kowloon, last night. Tonight this very talented company appear in a new revue, entitled "Our Cabaret." This will be given again to-morrow night, and on Friday and Saturday "Tally Ho" will be staged.

It is stated in the vernacular papers that six Chinese have been arrested in a boarding house, in connection with the piracy and kidnapping of seven Chinese on board the *s.s. Solviken*. When the *Solviken* arrived in harbour two days ago, some members of the steamer were called up to the Police Station to see if they could identify the suspects.

The Chinese who is held on a manslaughter charge arising out of a motor accident two years ago, was yesterday committed for trial at the next Sessions. The Magistrate, Mr. Lindell, said that the fact that the man did not have a licence at the time would not affect the case, but whether the way he took the turning was criminally negligent or not would have to be decided by a jury.

Mr. Chu Chao Hsin, the Chinese delegate at the Geneva Conference, arrived in the Colony during the week-end from Italy by a Japanese steamer on his way to Canton. He stayed in the Great Eastern Hotel for one day and left for Canton on Monday morning by the *s.s. Paul Beau*. His stay in Canton is to be a brief one and he will return to the Colony in three or four days en route to the north.

Before Mr. W. Schofield at the Kowloon Magistracy yesterday morning, the Chinese detective of the Yau-mat Police Station, who was charged with countenancing the demand by a Chinese of \$500 from an employee of the Man Kee Go-down, or Jordan Road, was discharged on the prosecution asking leave to withdraw the case. Mr. Leo d'Almada, appearing for the defence, told his Worship that the prosecution had depended upon the result of a case in which a Chinese was alleged to have demanded, with menaces, the sum of \$500 from an employee of the Go-down. This case was heard by Major C. Willson at the Central Magistracy, and the defendant was acquitted.

THE WEATHER.

TYPHOON NORTH OF SHANGHAI.

Yesterday evening's weather report, forecast and remarks, issued by the Royal Observatory at 5.20 p.m., stated:—
Pressure is still highest in the neighbourhood of the Bonins. The typhoon is about 150 miles N.N.E. of Shanghai, moving North.
LOCAL FORECAST:—S.W. winds, moderate, fair.

REPORTS FROM MANILA.

The following earlier reports have been received from Manila Observatory:—
At 4 p.m. on August 8th the typhoon was in about 123deg. Long. E., 28deg. Lat. N., moving N.W.
At 11 a.m. on August 8th, the typhoon was in about 124deg. Long. E., 33deg. Lat. N., recurring to the North-Eastward.

BRITISH SHIP DETAINED.

THE COOK TAKEN PRISONER.

H.M.S. "MOTH" INTERVENES.

A.P.C. LAUNCHES ALSO HELD UP.

A wireless message, dated August 8th, states that the *s.s. Taiming*, of the Kwong Wo Co., Ltd., sailing under the British flag was held up at Dosing on an alleged charge of smuggling salt. A demand of \$10,000 is said to have been made as the her release.

The Captain (Captain Spink) protested to the Authorities against the detention of the ship and as he could get no redress he attempted to sail. Thereupon the troops on shore opened fire but the vessel was not hit.

The cook of the ship was seized by soldiers for calling them pirates and was taken on shore and put in chains. The H.M.S. *Moth* arrived on the scene and as the Captain of the *Taiming* was unwilling to sail without his cook the Commander of the *Moth* tried to negotiate with the officer in charge on shore for the man's release. In this, however, he was unsuccessful.

An attempt was also made to detain some A.P.C. launches, but the *Moth* prevented this and the launches got away.

Later the Commander of the *Moth* and Captain Spink landed, cut the chains in which the cook was bound and brought him back to the *Taiming* without opposition.

The A.P.C. launches and the *Taiming* then sailed without further interference.

The date of the *Taiming's* arrival in Hong Kong is indefinite. The vessel runs between Hong Kong and Wuchow, calling at Samshui, Takling and Doshing.

LOCAL WILLS.

EUROPEAN LEAVES \$23,000.

A CHINESE ESTATE.

Letters of administration of the estate of James Stewart, late of Shanghai, marine engineer, a bachelor, who died at Shanghai on September 22nd, 1926, have been granted to Mr. H. L. Dennis, of Messrs. Hastings, Dennis & Bowley, the attorney of Mary Stewart, a sister of the deceased, and also one of the next-of-kin, residing at Burnbank, Buchanan Street, Dumbarton, Scotland.

Deceased left estate in this Colony valued at \$23,000.

CHINESE WILL.

Probate of the will of Tsang Kau, alias Tsang Mow Choi, alias Tsang Heung Nam, late of 17, Kowloon City Road, Tokwawan, merchant, who died at this address on October 29, 1926, has been granted to Tsang Hin Hung (described in the will as Hin Hung) of the same address as above, an elder son.

Deceased leaves estate in the Colony valued at \$13,700, and directs that the estate be divided into five shares, each of four sons to receive one share, and the remaining share to be given to the heir of a deceased son.

HEALTH OF THE COLONY.

The returns for last week of notifiable cases of disease in the Colony must be regarded as satisfactory. Only four fresh cases of typhoid were reported, two proving fatal. There was one fatal case of diphtheria, a Eurasian from the Kowloon district, one death from influenza and one from cerebro-spinal fever. All the patients, except in the instance mentioned were Chinese.

It is very satisfactory to note that a week has passed without the occurrence of any new small-pox cases. On Monday one Chinese case of diphtheria was reported.

The inquest on a Chinese prisoner who died on Monday morning in Victoria Jail while serving a term of seven years' hard labour for armed robbery, was concluded before Major C. Willson and a jury yesterday morning. Medical evidence was given by Dr. Alexander Cannon, who said that death was due to tuberculosis. The jury returned a verdict of death from natural causes.

SPANISH MINISTER ON THE CAUSE OF DELAY IN TREATY REVISION.

CHINA'S CHAOTIC CONDITION THE SOLE
OBSTRUCTION.

NORTHERNERS PRESSING SOUTHWARDS IN ANHUI.
SQUABBLING AS TO THEIR ULTIMATE OBJECTIVE.

SOUTHERNERS MEET WITH SEVERE CHECK IN SHANTUNG.

The Spanish Minister was very much to the point when he informed Peking's Foreign Minister that the sole obstruction to radical revision of treaties with China was China's chaotic condition. Peking's politicians would do well to ponder this important point before hastening, as they are wont to do, to place the blame solely upon anyone else except themselves.

Chiang Kai Shek's troops have, undoubtedly, been receiving the worst of the exchanges in their recent encounters with the Northerners in Shantung. Their propaganda reports do not carry quite so much conviction as do the numerous Southern wounded now at Pukow.

SOUTHERNERS' SET BACK NEAR PENGPU.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 8th.
The latest reliable reports show that Chiang Kai Shek has received a severe check in the neighbourhood of Pengpu (Anhui), suffering 7,000 casualties, 1,000 wounded have already arrived at Pukow.

[THROUGH REUTER'S AGENCY.]

The Shantung Campaign.

SHANGHAI, August 8th.
According to "authentic" reports the war in Shantung continues vigorously, at least in the papers, both the Shantung forces and Marshal Chiang Kai Shek's troops reporting victories for themselves and crushing defeats for their opponents.

The *China Courier* this morning chronicles the re-capture of Lin-cheng, 70 miles to the north of Haichow, by the 7th Nationalist Army, the Northerners suffering heavy casualties and having many made prisoners, while the *North China Daily News* has a message from Peking in which the Ankuochun claim that Marshal Sun Chuan Fang crushingly defeated the Chiang Kai Shek army after five days' fighting, in which one-third of Sun Chuan Fang's men were casualties, but as a result of which all menace to Haichow from the south has been removed.

It is believed here that no serious fighting is actually taking place in Shantung.

Where Is Borodin?

SHANGHAI, August 8th.
In reply to a direct enquiry from *Reuter's*, as follows: "If it is true you are detaining Borodin, General Feng Yu Hsiang wires from his headquarters at Chengchow: 'The report that Borodin was detained here is a pure fabrication. Feng Yu Hsiang.'"

Owing to the interruption of the telegraph, the enquiry and its reply, each took 72 hours in transit.

HANKOW MUNICIPAL TAXES.

TO BE PAID IN SILVER.

[NAVAL WIRELESS.]

HANKOW, August 8th.
The Director of the Sino-British Concession has issued a notification that Municipal Taxes are to be paid in silver, except by those property owners who have accepted Treasury notes at par from their tenants.

STEAMER EXAMINATION.

[NAVAL WIRELESS.]

ANKING, August 8th.
H.M.S. *Cockchafer* has arrived and a Search Officer is calling tomorrow or Wednesday to arrange a date for commencing the examination of steamers.

HANKOW MODERATE LEADERS' VIEWS.

[Wah Tsz Yat Pao.]

SHANGHAI, August 8th.
Kuo Meng Yu and Wang Ching Wei, both Hankow Moderate leaders, declared before a meeting of Hankow Propaganda Corps, that the Communists have made mistakes enough to spoil the Kuomintang. In order to secure the survival of the Hankow Government, complete suppression of all Communist influence was urgently needed.

NANKING'S EMBARGO ON SILVER LIFTED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 8th.
The embargo on the export of silver to the outports has been lifted by order of the Nanking Ministry of Finance.

Nanking Reoccupied.
General Chang Fa Kuei has re-occupied Nanchang and General Yeh Ting and Ho Lung are retreating southward with 20,000 men.

BANISHED MEMBERS OF THE KUOMINTANG.

[Wah Tsz Yat Pao.]

SHANGHAI, August 8th.
On the proposal of Mr. Wu Chi Fei, the Central Political Committee of the National Government has resolved that Kuomintang members banished by the Communists should be again granted Kuomintang membership.

The conference for the renewal of the Sino-Spanish Treaty was formally inaugurated on the 8th inst. in the Waichiaopu Office, Peking.

Mr. Wang Yin Tai, Peking Foreign Minister, delivered a long speech, mentioning, *inter alia*, that the Treaty was concluded 60 years ago and was now out of date, as the status of the present Sino-foreign relations had entirely changed, and China wanted a new treaty constructed on an equal and reciprocal basis.

The Spanish Minister replied that China's present chaotic condition was the sole obstruction to radical revision of old Treaties to meet the Chinese aspirations. He hoped that internal tranquility in China would prevail at an early date.

The Northerners are still pressing southward in Anhui. But as to which point should be their ultimate objective before concluding the Peace Pact with the Southerners, is still the "bone of contention" among the Fengtienese leaders. General Chang Tsung Chang persists that the Northerners should strive in their effort to capture Pengpu, but Marshal Chang Tao Lin opposes this, and says that if Haichow were definitely in the Northerners' hands the latter would be in a position to dominate the northern portion of Anhui.

According to a report from Haichow, the Southerners lost very seriously both in men and ammunition in their attempt to retake Haichow. The Southerners, under General Wang Tia Pui and Yeh Kai Hsin, suffered most and have been almost completely disbanded.

NANKING'S TARIFF AUTONOMY.

JAPAN AROUSED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 8th.
While the most important Chambers of Commerce and commercial organisations in Japan are busy passing resolutions strongly protesting against the surtaxes and excise duties promulgated by the Nanking Government, to be effective as from September 1st, and the Kuomintang is calling upon the Chinese people to support the enforcement of tariff autonomy, Mr. Yoshizawa, the Japanese Minister, went to Nanking this evening, and it is currently reported that he will demand the withdrawal of the surtaxes, otherwise Japan will take action.

THE C.N.C. DISPUTE.

A DEADLOCK REACHED?

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 8th.
The conference between the China Navigation Company and the officials of the strikers, is being carried on with the greatest secrecy, but it is believed that a settlement is as far off as ever.

SETTLEMENT FAR OFF.

From local inquiries, the position is very uncertain at present. There seems to be an absolute deadlock; and if negotiations have not actually broken down they are not far from it.

The proposals of the Company in regard to penalising skippers who declined to move ships to other moorings at the outbreak of the strike (eight officers are said to be mentioned) were made at the third conference between representatives of the Company and strikers.

A further conference was to have been held, but it is not yet known in Hong Kong whether the officers' representatives will attend this conference. They have already made known to the Company their repudiation of any terms which would include the penalising of the officers in question, and unless an indication of a change of attitude by the Company is given, it is thought that the fourth conference may not be held.

The local officers met to discuss the situation last night with what result is not known.

Company's Ships En Route.

The *China Navigation Company* states that asked what was being done as regards the ships of the company which were held up at Amoy and Swatow when the strike commenced on June 30th, Messrs. Butterfield & Swire stated that, as the str. *Shantung* (which left Shanghai on 27th carrying 10 deck officers and six engineer officers, who it was intended should be put on the vessels in question in order to bring them to this port) was now en route to Shanghai, it was presumed that the ships for which personnel had been taken were also on their way here.

The vessels affected, which have been held up at Swatow and Amoy, are as follows:—

At Swatow:—The str. *Nanning*, *Neuchuang*, *Kai hou*, *Hupoh*, *Kwangsi* and *Kueiyang*.

At Amoy:—The str. *Ningpo* and *Kiukiang*.

The *Kueiyang* is a vessel which is based on Hong Kong, and it is not expected that she will be brought to Shanghai.

The skeleton services which were commenced by the company soon after the strike commenced are still being maintained with more or less regularity, with sailings on the Tientsin, Lower Yangtze and Hong Kong.

Meanwhile, vessels of the Indo-China Steam Navigation Co. continue to run at full capacity, both cargo and passenger, and such vessels of the China Merchants Co. as remain in commercial service are also carrying as many passengers and as much cargo as can be taken; while a few vessels of the smaller Chinese lines are stated to be making hay while the sun shines, in running to such ports as can be visited without serious danger of the ships being seized by the military or other authorities.

HIGH TREASON.

GERMAN GENERAL
CHARGED.

REFERENCE TO GERMANY'S
RESERVES IN WARTIME.

[THROUGH HAVAS AGENCY.]

PARIS, August 8th.
The papers learn from Berlin that General Schoenaich was charged with high treason because he wrote in a military magazine that so many youths, even weak or ill, are anxious to enlist in the Reichswehr that Germany will not lack reserves in war time.

A POLITICAL CENTENARY.

GEORGE CANNING'S ENLIGHTENED
POLICY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 8th.
To-day is the hundredth anniversary of the death of George Canning, who was the British Foreign Secretary from 1822 to 1827, and was Prime Minister for four months before his death.

The newspapers devote leading articles to this great statesman. It is recalled that Canning, when he became Foreign Minister, was confronted with world conditions, following the Napoleonic Wars, not dissimilar from those of our recent times. All the problems and unrest arising out of the Napoleonic Wars complicated international policy. To steer a steady course amid the currents and rocks needed both vision and strength, and Canning revealed himself as a great Minister.

As the *Times* remarks, to describe Canning's policy would be to write the history of the chief events and movements of those years, in the old world and the new. Lord Castlereagh, who had preceded him at the Foreign Office, saw before he died that England could not remain a partner in an alliance with continental governments which aimed at the suppression by arms of the popular movements which began to break out over Europe shortly after the Napoleonic Wars.

Canning trod in his footsteps, in developing and applying this view. He did much to foster in the world the idea of nationality, which his own disciple, Palmerston, adopted with less reserve. His recognition of the Spanish-American republics was one of the most important strokes of policy.

NEAR EAST RAVAGED BY CHOLERA.

MANY DEATHS.

[THROUGH REUTER'S AGENCY.]

BAEZA, August 8th.
A cholera epidemic has broken out along the banks of the Shatt el Arab.

Hitherto there have been 187 deaths at Abadan, 77 at Mohammarah, and 63 at Basra.

In Basra alone 54,000 people have been inoculated against cholera.

Serum By Air From Berlin To Teheran.

HORRENT-ON-MAIN, Aug. 8th.

At the request of the Persian Government, the German dye industry has despatched by air, via Moscow, 100,000 tubes of anti-cholera serum to Teheran, to combat the cholera epidemic in the eastern provinces.

THE CORNHILL COLLAPSE.

THE CANTON INSURANCE
OFFICE PREMISES.

DISTRICT MAY BE CLOSED
FOR A MONTH.

[THROUGH REUTER'S AGENCY.]

LONDON, August 8th.
The Cornhill will probably be closed for a month as a result of the collapse of the Commercial Union building, as the whole roadway is undermined.

Numerous workmen are engaged in ensuring the safety of buildings in the vicinity.

Anxiety is expressed that the subsidence may threaten the Royal Exchange.

Other Property In A Dangerous Position.

LATER.
A magistrate at the Mansion House has granted orders for securing the safety of the property adjoining the Commercial Union Buildings in Cornhill. It was stated that some of the property was in a very dangerous position and liable to collapse.

[As reported by Reuter, the offices of the Canton Insurance Office, Ltd., of Hong Kong, were buried in the Commercial Union building collapse in Cornhill last week-end. The work of the Company, however, has not been interfered with, temporary premises having been found for the staff at 78, Cornhill, in the offices of the Union Insurance Society of Canton. It is hoped to recover all the records from the debris caused by the collapse. It is fortunate that the collapse occurred on Sunday evening, as during the working days there is a staff of 400 employed. New premises were shortly to be taken in London in any case.]

SHARP RISE IN U.S. COTTON.

EFFECT OF SMALL CROP.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 8th.
Wild buying followed the Government's cotton crop report, showing that the yield is about a million bales below general expectations. The price rose 200 points above this morning's low figures.

Hectic Scenes.

LATER.
It is indicated that the cotton yield, 13,500,000 bales, is the lowest since the 1924 crop, and it is 4,500,000 bales less than the record crop of 18,000,000 last year.

The announcement proved the biggest surprise that cotton brokers have experienced in years, and caught the market almost bare of cotton.

The wild shouts of frenzied brokers as they yelled their orders to buy, reached the street 17 storeys below the floor of the exchange, and the occasion was strongly reminiscent of the hectic days of the wartime booms.

MR. L. C. AMERY'S TOUR.

ARRIVES IN SOUTH AFRICA.

[THROUGH REUTER'S AGENCY.]

LONDON, August 8th.
Mr. L. C. Amery, the Secretary for the Dominions, arrived on the liner *Arundel Castle* at Capetown this morning.

He was accorded a civic welcome before leaving for Pretoria.

£12,000,000 GIFTS.

TO FOUND HOSPITAL, MUSEUM
AND LIBRARY.

Dispatches from Los Angeles state that the will of the late book collector and philanthropist, Henry E. Huntington, provided, *inter alia*, for the erection of a hospital at Los Angeles, to cost £400,000, in honour of his uncle and his son Howard.

It is also stated that during the year 1922 the testator made a deed of gift of £20,000,000 for a public library and art museum at San Marino, California, and set aside more than £1,600,000 for its maintenance.

The *New York Times*, which states that the income from certain funds is to be used "exclusively for research in American and English history," says this gift is "of world significance because it will not only bring England and America to a better understanding, but will also help to set them in their true relation to the rest of the world."

SACCO-VANZETTI AGITATION.

WORLD-WIDE FERMENT
CONTINUES.

[THROUGH REUTER'S AGENCY.]

MOSCOW, August 8th.
The representatives of the local organisations known as the Bapists, Molokhans, and Tolstoyans have telegraphed to President Coolidge asking for clemency for Sacco and Vanzetti.

Boston Supreme Court's Decision.

BOSTON, August 8th.
The Sacco-Vanzetti Defence Committee has telegraphed to Mr. Coolidge asking him to investigate the case.

The State Supreme Court has denied counsels' petitions on behalf of Sacco and Vanzetti for a writ of *habeas corpus*, stay of execution, and writ of error.

Rowdy Strikers of Paris.

PARIS, August 8th.

A taxi driver who ignored the order to strike as a protest against the Sacco-Vanzetti execution, was mobbed by strikers. The police rushed up, and a fierce fight ensued. Five arrests were made.

The strikers were most active in Paris this morning. They tried to hold up the tramways, and smashed the windows of some of the cars.

[REUTER'S AMERICAN SERVICE.]

President Coolidge Guarded.

NEW YORK, August 8th.

The church in Black Hills, where President Coolidge worshipped yesterday, was searched by detectives.

New York's Precautions.

NEW YORK, August 8th.
The police have organised a flying squad of fourteen motorcyclists, protected by two armoured cars, in case of violence during the Sacco-Vanzetti excitement.

So stringent are their precautions that all crowds in the neighbourhood of subway stations are dispersed.

Many recipients of threatening letters, apparently from anarchists, have handed them to the police.

Thousands of miners in Denver have started a four-day sympathy strike.

More Explosions.

IN THE ITALIAN DISTRICT OF UTICA, New York, but it is not thought that they are connected with the present agitation.

It is believed in Washington that in the event of further explosions the powerful deportation law will be employed.

One-Day Strikes Being Planned

IN U.S.A.

NEW YORK, August 8th.

Socialists and Communists throughout America are planning one-day strikes in protest of the Sacco-Vanzetti execution.

It is claimed that in New York alone half-a-million are ready to down-tools.

The most elaborate police precautions are being taken everywhere. Advances from South America describe agitation at Panama, Asuncion, Guayaquil, Buenos Aires and Montevideo.

The protest strikes in Uruguay are assuming serious proportions. Several regiments of troops have been moved to the vicinity of Montevideo where no newspapers are appearing.

Meetings of Protest in France.

Meetings of protest against the Sacco-Vanzetti sentences have been held all over France with the exception of Paris.

LATER.
The exercise of clemency in the case of Sacco and Vanzetti rests on Mr. Fuller, Governor of Massachusetts, not on President Coolidge, who has no legal power over the condemned of any State.

Preparations for the execution at midnight have been completed. Guards have been doubled round the prison and have mounted the roof.

[THROUGH HAVAS AGENCY.]

Paris Communists "General Strike" a Fiasco.

PARIS, August 8th.

The 24-hour general strike in Paris ordered by Communists yesterday as a protest against the forthcoming execution of Sacco and Vanzetti proved a fiasco. The mass of the City's workers disregarded the appeal to cease work and the only noticeable result was that the number of taxi-cabs in the streets was less than a quarter of the normal. Small bands of Communist demonstrators paraded the streets.

Demonstrations and meetings also took place in provincial towns, but no serious incident occurred.

An "Amateurish" Bomb at Aldwych Tube Station.

LONDON, August 8th.

A bomb exploded at Aldwych Tube Station at 10 o'clock this morning. Nobody was hurt but the building was shaken. Fragments of an amateurish bomb were found in the cloakroom wall, which was cracked.

AFTERMATH OF THE GENEVA CON- FERENCE.

NO EFFECT ON ANGLO-
AMERICAN FRIENDSHIP.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 8th.

The *New York World*, commenting on Anglo-American relations, deplores the Geneva failure and adds that fortunately it came at a time when there was almost unprecedented cordiality between the two nations, which was itself the most effective protection against the maintenance of big navies.

Goodwill towards Britain is far more valuable than a conclusion reached at any naval compact.

The newspaper is of opinion that the good feeling is due, above all else, to the discovery that America shares the most definite grounds of interest with the British commonwealth of Nations, which replaced the old Empire.

The United States is socially and politically more akin to these dominions than to any other countries of the world. Hence a breach of peace is not merely unthinkable, but reciprocal goodwill and trust is indispensable.

LATER.

General Dawes' Speech Unpopular at Washington.

General Dawes' allusions to Geneva in his Peace Bridge speech have caused a stir in the State Department, which has vigorously disavowed against General Dawes' view that inadequate preliminary preparations accounted for the Geneva breakdown.

It is pointed out that the United States delegates discussed the situation with the British representatives at the League's Preparatory Disarmament Conference earlier in the year. This view is echoed by the Administration newspapers.

The *New York Times* says an explanation of the speech may be found in a pamphlet recently circulated by a friend of General Dawes, the furtherance of a for the Presidency. According to the pamphlet General Dawes' method is "Smash with the Javelin of sincerity the smoke screens employed to conceal, confuse and pervert American fundamentals."

[THROUGH REUTER'S AGENCY.]

London Press Comment.

LONDON, August 8th.

The opening of the Bridge of Peace, linking Canada and the United States across the Niagara River, is regarded by the British press as having taken place very opportunely so soon after the break-up of the naval conference at Geneva.

The *Daily News* says: "The Bridge of Peace is the true answer to the controversy that has been going on for many weeks at the official seat of the League of Peace. The ceremony so happily consummated yesterday must serve to recall to the minds of all English-speaking communities the essential significance of their common interests and common aims. There is more meaning in the simple fact that the far-flung frontier line between Canada and the United States stands absolutely unguarded, than in all the recent protestations of uneasy politicians that war between us and America is unthinkable."

The Way Towards Peace.

The *Morning Post* remarks:—"Those who seek peace by limitation of armaments begin at the wrong end. A more hopeful way is to cultivate friendship and goodwill. We have more hope of such happy ceremonies as the meeting on the Peace Bridge. It was a great occasion, and it was a happy circumstance that the Prince of Wales and Prince George, as well as Mr. Baldwin, were in a position to meet General Dawes and Mr. Kellogg at the joint ceremony."

This meeting is the best possible comment on the breakdown of the conference at Geneva. It says, better than any form of words, that there is no substance in the failure of these ill-founded negotiations. We are in a better position to be friends, since we have agreed to part rather than conclude an arrangement which would leave one or the other in a nervous state of fancied or real insecurity."

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THE HONG KONG DAILY PRESS, WEDNESDAY, AUGUST 10th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

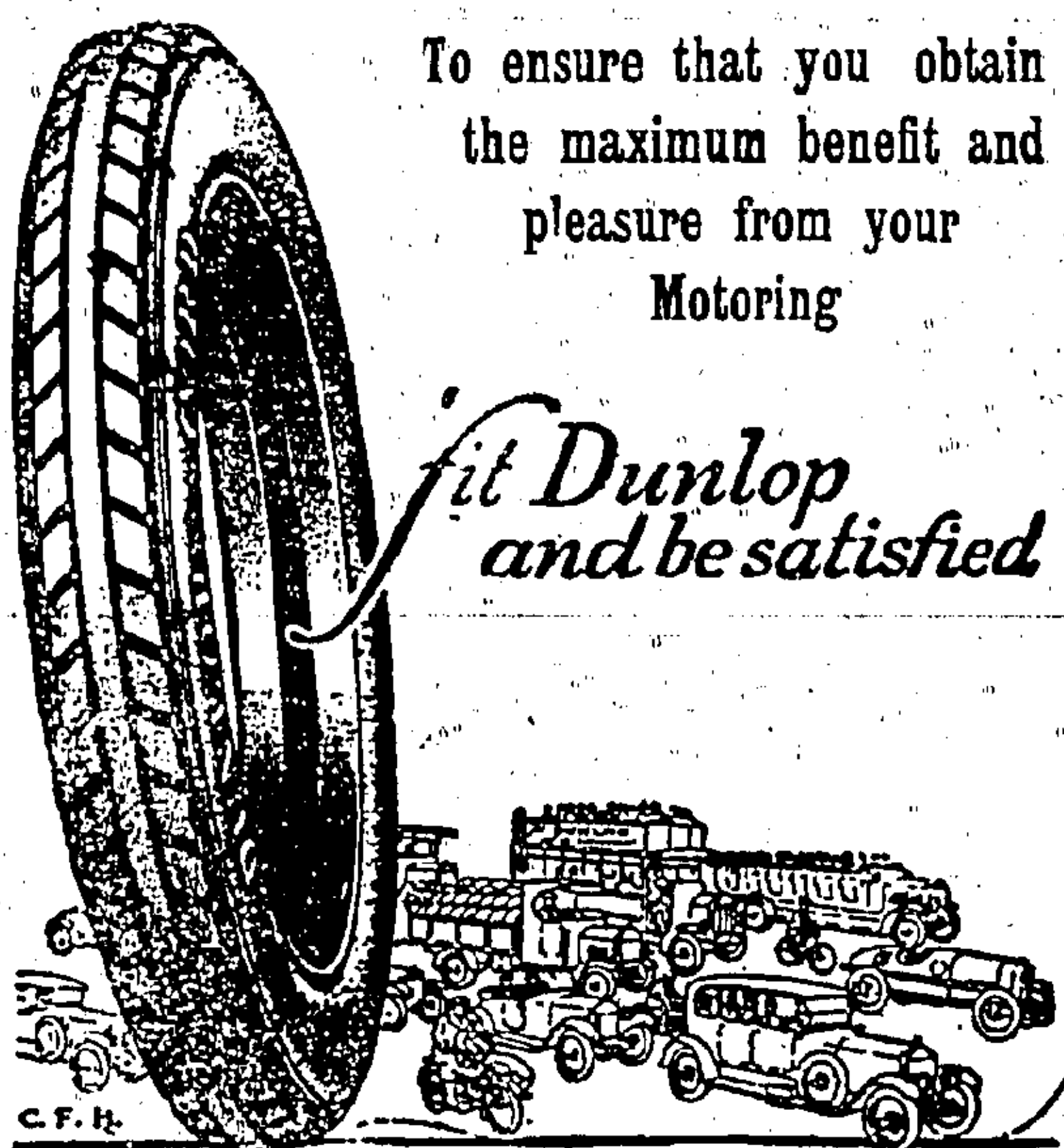
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BRITISH CARS AND CYCLES.

EXTOL THEIR VIRTUES!

[BY "H. POWER"]

The comments upon the lethargy of British manufacturers that appeared in this page a short time ago have brought a letter of approval from a well-known Hong Kong motorist now in the interior of China. He has some typical experiences of the treatment often met with by owners of British cars in this Colony and elsewhere. The following are a few extracts from the letter: "... I once borrowed a very nice little Wolseley; and requiring some repair turned into a Hong Kong garage managed by an Englishman. His assistant locked my car up and down, then said contemptuously and without any valid reason, 'Poor little English car!'"

"Two years ago, I bought a very fine British-built car from a British firm in Hong Kong. Not being very familiar with the engine, I turned up one afternoon at the office to ask a question. 'I am puzzled to know what to do,' I said to the assistant manager. 'Buy a new one,' he replied. 'Buy a new one?' I asked. 'Yes, a new one,' he replied. 'I am mentioning an American car that this British firm is always boasting.'"

"Before I knew much of driving I got stuck on Stubbs Road just when I had an important engagement in town. A passing stranger, an Englishman, stopped and did his best for me. While strewing the contents of my engine on the improved 'occasion' by boosting up American engines, and urging me to have nothing to do with British cars."

This gentleman goes on to say that in French Indo-China the respect of the Chinese residents is gained by the strong belief of the French in their own manufactures. All foreign cars are made to pay such a heavy tax that only a few are to be seen, and the Chinese, forced to buy French cars, learn to value them.

That tax idea is sound enough, but it is not the British way. Our motto is "Let 'em all come." We love the satisfaction of beating our competitors in the open, or even with the odds heavily against us. The manufacturers at home trust to the natural excellence of the British product to effect their sales in the Colonies. That is not the way to get trade; they must suit the market and find salesmen for their products."

Competition in trade stimulates manufacturers to exert their best efforts. But the motor men forget the Colonies. They sell a fair number of cars out in the four quarters of the globe and think they are doing well. They must do better.

THE BEAN.

The Bean is a typical example of all that is best in British small cars. There are only two Bean owners in the Colony at present, but both are exceedingly enthusiastic. The Bean would be more popular out here if its price were a little lower; still, if one will have the best, one must pay for it. In Hong Kong the 14 h.p. short wheelbase model costs about \$3,500. And this is what it can do: It can climb the Peak easily in top gear with six passengers up; for 600 miles a new car can average 24 miles to the gallon over Hong Kong mountains. These performances have actually been made in Hong Kong by the two Bean cars here. One of them generally averages 27 to the gallon. The reliability and economy of these cars is such that one has just been sold for public hire in the Colony. For this car and for the Clyno and Humber, Messrs. Lane, Crawford are the agents.

Why are "bumpers" so popular in Hong Kong? There is really no need for them, and they cannot be said to enhance the beauty of a car. In the crowded streets of America, where cars follow each other in long lines, packed as tightly together as a string of goods wagons, they are a necessity; as much of a necessity as the cow-catchers upon trains that sweep across the great open spaces or the buffers upon wagons.

(Continued on next Column.)

H.R.H. OR MR. BALDWIN?

HUMOURS OF FIRST CAR TREK ACROSS AFRICA.

Amusing reminiscences of his trek across Africa from the West Coast to the Red Sea, the first to be made by motor-car, were related by Mr. Frank Gray at a London luncheon given in his honour by Sir George Beharrell on behalf of the Dunlop organisation.

"There were two things which were important to our journey—the human factor and mechanical appliances," said Mr. Gray. "In no part of our journey did the latter give anxiety. The gallant little Jowett carried through to the end. With regard to the former we had two 'black boys,' Bismarck and Joseph, our interpreter."

"Unfortunately, Joseph scalded Bismarck so seriously that he became a passenger for 21 days. Joseph, however, was wonderful in providing us with food and water. This he did by stating that I was (a) Mr. Baldwin, Prime Minister of England, or (b) His Royal Highness the Prince of Wales. We did this journey from Lagos to Maseru without damps in advance, and I have come back with an immense belief in the trading possibilities of West and Central Africa."

Sir George Beharrell, who presented Mr. Gray with a silver model of the car in which he made his trip, explained that the two cars used for the adventure were not specially designed; they were ordinary stock models which had to face innumerable difficulties. On the whole journey Mr. Gray and his companion, Mr. John Sawyer, averaged 35 miles a day through some of the most difficult country in the world. The expedition was a triumph for British industry as a whole.

MOTOR CYCLES.

Although most readers of this page are certainly car owners, a few notes on motor cycles will surely not be out of place. The motor cycle is a kindred industry and one in which we have literally no competition. Our machines reign supreme. I mentioned a week or two ago that the 31 h.p. Norton has just won its fourth Tourist Trophy, but I remember that one of those Trophies—the 1900 T.T.—was won by a huge twin cylinder Norton, a machine now as remote as the Brontosaurus. The Norton has just established another record. It has attained over 110 miles an hour at Montlhéry in the hands of that wonderful driver A. Denley. This is the fastest speed ever attained by a single cylinder machine, and only some 10 miles slower than the record set by a machine nearly three times its size.

The 21 h.p. 350 c.c. Humber is a handy little 'bus, good enough to meet any call that Hong Kong can make. Speedy, too. Of three such machines taken from stock each won a gold medal in the A.C.U. Six Days Trial, one of the blue ribbons of the motor cycle world. They took the team prize as well. Its price is £250—and worth it. Like the Humber car, it is represented here by Messrs. Lane, Crawford.

The Douglas is a machine for which I have great admiration. I feel the call of the road every time I look at those racy, powerful flat twins in Alex. Ross's show room. The Douglas, by the way, was the first 500 c.c. machine to attain 100 m.p.h. There are very few of them about, despite the fact that they have for 20 years stood in the first rank of motor cycles.

Willy-Knight—a first-class car, is obtainable at a very low price in Hong Kong. The car possesses the Silent Knight double sleeve-valve engine, one of the pioneers of its kind. This car is fast and powerful, a fine hill-climber, and above all, silent. A test has shown me that it is delightful to handle and remarkably free from mechanical noise, probably due to the Bellife shackles, an entirely new type. These shackles dispense with the necessity for constant oiling, and give smooth, silent running. The car sells in Hong Kong at the moderate price of G\$1,600 for the four-door Sedan. Messrs. Gilman & Company will be glad to demonstrate the qualities of this car or the Overland Whippet to prospective purchasers.

BRITISH CAR WINS CLASSIC.

THE GRAND PRIX.

24-HOUR RACE IN FRANCE.

After their car had been involved in one of the most remarkable accidents in the history of motor racing, Mr. S. Davies and Dr. J. D. Benjafield, alternately driving a British 3-litre Bentley motor-car, won the 24-hours Grand Prix race.

The victory represents a great British triumph. The car was built at Cricklewood, London. The circuit is a hazardous one, and the Le Mans race is recognised as the most gruelling test of all the great international events for motor-cars.

The two drivers covered 1,480 miles, their average speed being 61.2-3 miles an hour. This distance is a record for the race.

During the race just before darkness had set in six cars, including the winning one, crashed and piled up on each other.

It was at 10 p.m. when a French Schneider car driven by a Frenchman crashed into a wall at one of the bends and turned over. Mr. Benjafield, an Englishman in a Bentley, was travelling at speed close to the tail of the Schneider, and in trying to avoid it crashed badly.

Then came Mr. George Duller, equally famous as motor-race driver and jockey also in a Bentley. There was a shriek of brakes, but he could not avoid the tow cars now straddled half across the road. He too crashed.

Round the bend came the third car, driven by Mr. Davies. His car dashed into the mix up. There were now four cars entangled in the road.

(Continued on next Column.)

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Drivers were hurriedly trying to disentangle themselves from the scrum when two more French cars rounded the bend and before the drivers could pull up crashed into the other four.

The driver of the first car was badly injured but the others miraculously escaped with a bad shaking.

Only the Bentley driven by Mr. Davies could be repaired in time to continue and ultimately to win.

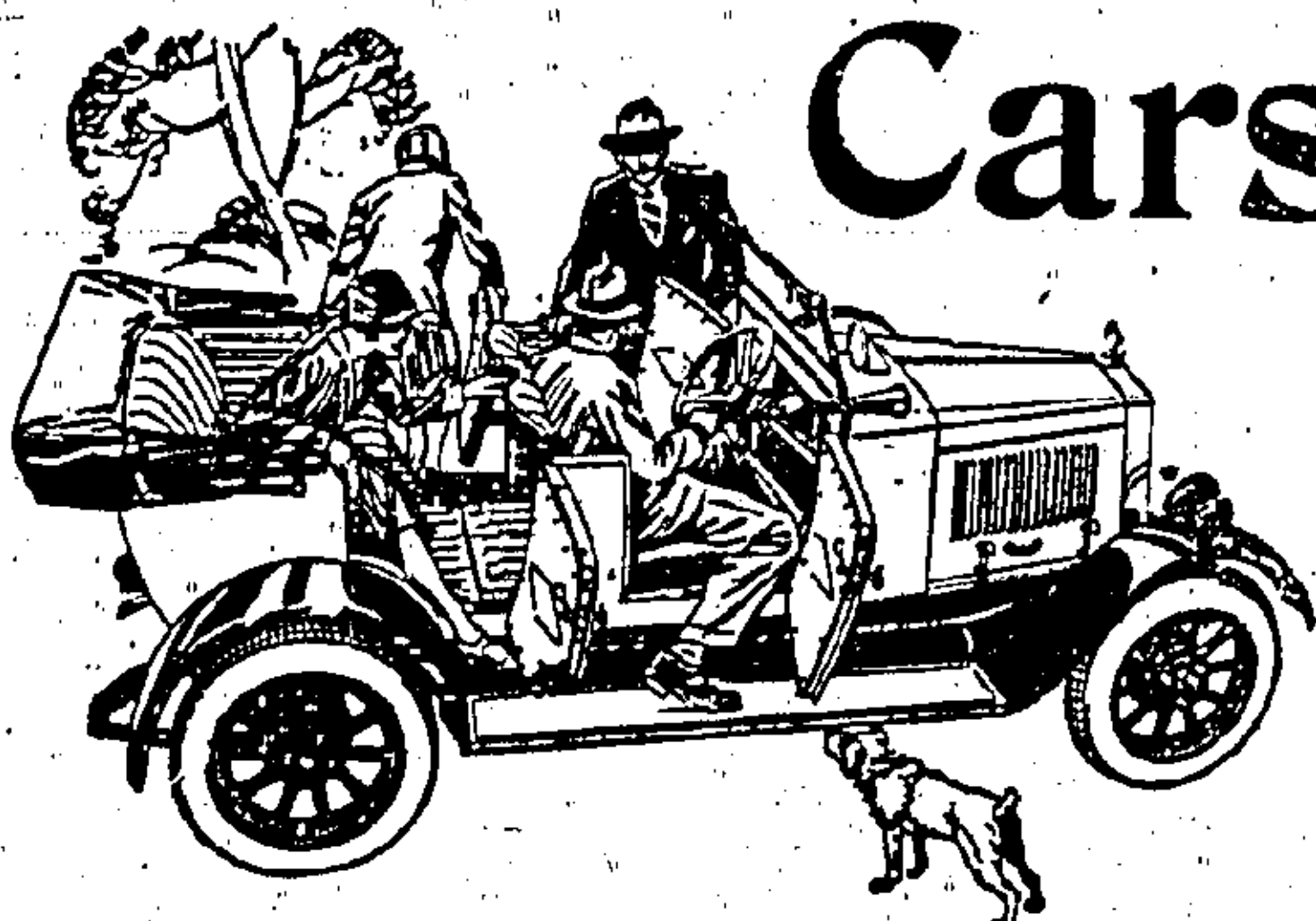
Dr. Benjafield is a specialist with a practice in Wimpole-street.

Mr. S. Davies is a journalist on the staff of a motoring newspaper. He drove magnificently in the recent six-hours endurance race at Brooklands.

A Bentley car also won the test in 1924. This was driven by Clement and Duff. Last year and in 1925 it was won by a French Lorraine-Dietrich.

(Continued on page 2.)

MORRIS Cars



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4' TRACK 8'6" WHEELBASE	2 Seater	DICKY	NET CASH PRICES FOR DELIVERY	London Hong Kong
ROADSTER	2 Seater	DICKY	£160	£190
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COUPE	2 Seater		182	220
SALOON	4 Seater		195	235

MORRIS-OXFORD 13.9 H.P.

4' TRACK 8'10" WHEELBASE	2/3 Seater	DICKY	NET CASH PRICES FOR DELIVERY	London Hong Kong
ROADSTER	2/3 Seater	DICKY	£220	£250
TOURING	4/5 Seater		240	270
COUPE	2/3 Seater		245	280
SALOON	4/5 Seater		265	310
CABRIOLET	4/5 Seater		295	340
LANDAULETTE	4/5 Seater		325	370

MORRIS-OXFORD 15.9 H.P.

4'6" TRACK 9'10" WHEELBASE	5 Seater	NET CASH PRICES FOR DELIVERY	London Hong Kong
TOURING	5 Seater	£260	£295
SALOON	5 Seater	288	335

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MOTORING NOTES

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TWO MAGAZINES.

FOR AUSTIN AND DOUGLAS OWNERS.

Owners of Austin cars will no doubt be interested to hear of a really interesting little publication entitled *The Advocate*. The booklet, published every month, is the official organ of the house of Austin. It gives all kinds of useful information about Austin cars, many photographs, and descriptions of various parts of the firm's factory and staff. Another small monthly magazine on the same lines is the *Con Road*, the official organ of Douglas Motors, Limited. Both these interesting magazines can be obtained or ordered from Alex. Ross & Co., of Chater Road.

HOW TO KNOW YOUR CAR.

Could you identify your car if it had been stolen and later recovered by the police? Most automobile owners say they can, but the police prove time and time again they cannot. As a matter of fact most car owners depend for identification on some scratch on the body or some broken screw in the chassis. They do not stop to consider that models in ten thousand lots are being turned out that differ very little from each other and that by the time a thief has run a stolen car through his "service station" it would puzzle the most careful owner to identify his car.

The only safe method of placing identification marks on a car is to place them all on major parts of the mechanism, such as stamping punch marks on the various units and then rubbing them over with grease until they are as nearly indistinguishable as discernible. (Continued on next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

Captain's Cup (August qualifying round) at Fanling, August 8th-9th. K. S. Robertson, 56-10=76 qualified.

Other scores:

D. G. Bruce, 61-10=81.
D. J. Gilmore, 65-14=81.
Capt. E. W. Morris, 68-6=82.
A. Somerfelt, 64-12=82.
There were 21 entries.

WATER POLO.

TO-DAY'S MATCHES.

Another two matches will be played this afternoon in the Water Polo League organised by the Victoria Recreation Club. The first match, which begins at 6, will be between the Royal Navy and the Kowloon British School. Former Pupils' Association "A" team. The former should be able to give a good account of themselves against the Kowloon side who have been runners-up for the past two seasons. The K.O.S.B.'s make their first appearance to-day and are up against the "B" team of the Victoria Recreation Club. A good tussle is expected.

Another clever idea is to bore a few small holes a mere fraction of an inch into the framework at a given place carefully measured from a permanently located mark. Then fill these holes with lead and smear the spot well with grease. If there comes a time when it is necessary to identify the car, it is a simple matter to measure off the proper distance, scrape a little lead off and prove ownership of the car. (Hupp Motor News.)

THE FAR EASTERN OLYMPIAD.

COMPLETING THE HONG KONG CONTINGENT.

The Hong Kong Chinese Amateur Athletic Federation committee are meeting this evening in the club room of South China Athletic Association to discuss the completion of the Hong Kong contingent to the Far Eastern Olympiad in Shanghai. Practically all the leading sports organizations in Hong Kong among the Chinese are members of the Federation, which also works closely with the National Federation of China.

Footballers From Australia.

Among those returning from the Australian tour and who will be available to represent China at football are Chan Kwong Yui, Lai Yuk Tat, Wong Shui Wah, and Tsao Kwai Sang. They expect to arrive by the a.s. *Tango Maru*. Lum, Pao Wah, or Stephen Gordon Lum, a noted tennis player, who was one time junior champion in Australia, is travelling by the same boat.

Swimming Candidates' Records.

The latest swimming record obtained at the try-out for candidates for the Olympiad yesterday at the Chinese Y.M.C.A. Pool was as follows:—50 yard, Chan Chen Hing, 26.1-5 sec.; Tse Pao Chung, 25 sec.; four others were within 27 sec.; 100 yard race, Ho Pak Ping, 55 sec.; Wong Kam Fun, 53.3-5 sec.; 220 yard, Lo Chi Hing, 3 min. 17.3-5 sec.; Wen Kwong Ting, 3 min. 24.4-5 sec.; Yan Yuen Wah, 3 min. 31.2-5 sec.; and Wong Ping Fun, 3 min. 29 sec.

LAWN TENNIS.

HONG DOUBLES.

The following are the results of the two first round matches played in the Hong Doubles on the Hong Kong Cricket Club courts:—

D. E. Clark and J. D. Humphreys (rec. 1/8) beat C. H. G. Bradley and H. A. Mills, 6-3, 4-6, 6-4.

J. T. Prior and Hugh Jones (rec. 1/8) beat A. W. Hayward and A. B. Raworth (ove 4/6), 6-3, 6-3.

MALAYAN LAWN TENNIS CHAMPIONSHIPS.

HOLDERS RETAIN SINGLES AND DOUBLES.

SINGAPORE SUCCESSES.

Rain interfered with play in the Malayan lawn tennis championships here on Saturday afternoon, telegraphs the Kuala Lumpur correspondent, of the *Singapore Free Press* last week, but the championships came to a conclusion on Monday, when Lady Clifford, who was accompanied by Sir Hugh Clifford, presented the prizes, after Mr. Justice McCabe Reay, the President of the Lawn Tennis Association of Malaya, had made a short speech in which he commented upon the great success which had attended the championships. Final results:—

LADIES' DOUBLES. Final:—Mrs. Saffery and Mrs. Davies beat Mrs. Laing and Miss Toby (Singapore), 6-3, 6-4.

LADIES' SINGLES. Final:—Mrs. Laing (Singapore) beat Mrs. Dando (Johore), 3-6, 6-4, 6-2.

MEN'S DOUBLES. Final:—Oliver and Bagot beat Hooi Hye and Choon Leong, 6-3, 6-0, 3-1.

VETERANS' DOUBLES. Final:—Thompson and Everest beat Sells and Stearns, 6-4, 2-6, 7-5.

MEN'S SINGLES. Semi-Final:—Hooi Hye (Singapore) (holder) beat Lim Bong Soo (Singapore), 7-5, 6-4. Ong Ee Kong (Selangor) beat Kwong Thye, 6-3, 6-1.

Mixed DOUBLES. Final:—Oliver and Mrs. Dando beat Bagot and Mrs. Davies, 6-3, 6-4.

ANGLO-AMERICAN POLO.

U.S. PLAYER'S MISFORTUNE.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, August 8th.

Mr. Fred Roe, one of the candidates for the United States polo team to meet the British side in September is still unconscious as the result of a fall from a pony in a practice game yesterday. He is in the most critical condition with cerebral hemorrhage and a paralysed left side.

SINGAPORE BISLEY.

CAPT. GIBSON WINS THE GRAND AGGREGATE.

SOME FINE SHOOTING.

The Singapore Bisley during last week-end was favoured with very fine weather. Some excellent shooting was witnessed and competition in the Grand Aggregate was very keen. Capt. Gibson finally winning the Cup with a score of 282, Capt. Mohd Long and Capt. D. H. Steers tying for second place with 259 each, the former being placed second on account of a better score in the last two stages of the competition.

In the minor events of Sunday and Monday, Pte. E. F. de Silva made 33 in the 500 Yards Deliberate out of a possible 35, whilst in the Lewis Gun (Paris) Competition three teams tied with 26 hits and are to fire again during the week. The 400 yards Deliberate, qualifying round for the Grand Aggregate, saw Capt. Steers miss the highest possible of 35 by only one point.

S.V.E.A. At Home.

At the conclusion of the events the Singapore Rifle Association was "At Home" and tea was served on the 800 yards firing point.

H. E. The G.O.C., Major-General C. C. Van Straubenzee and Mrs. Van Straubenzee were present, the latter presenting the prizes at the conclusion of the programme. Among the visitors were Lieut.-Col. The Hon'ble Dato Abdul Hamid, D.P.M.G., Colonel Postlethwaite, and members of the Ladies' Rifle Club.

In asking Mrs. Van Straubenzee to kindly present the prizes, Col. Postlethwaite remarked that the standard of the shooting had been quite up to previous years, but he regretted that the Navy marksmen were unable to take part in Monday's events. He also thanked all those who had helped to make the meeting such a success, particularly Second Lieut. Gubbins and the Scouts who had been such a success as scorers on the firing points. Mrs. Van Straubenzee then presented the prizes.—*Singapore Free Press*.

HONG KONG "AUSSIE" CLUB.

ON LINES OF THE HUI ALOHA.

Australians in Hong Kong may be interested in the newly formed "Aussie" Club, an organization of Chinese and others who were born or have been residents in Australia. The first of this new Club's activities will be a moonlight launch and swimming picnic to Repulse Bay next Saturday, August 13th, evening.

There is also to be a reception to welcome Mr. Lum Pao Wah, also known as Stephen Gordon Lum, a noted Australian Chinese tennis player, who is returning to his native land to participate in the coming Far Eastern Olympiad at Shanghai.

The "Aussie" Club hope to arrange a few games between Mr. Lum and some local tennis players. The "Aussie" Club will be on the lines of the Hui Aloha, an organization of Honolulu Chinese, now in Hong Kong.

Mr. Roy Lau, one of the promoters of the "Aussie" Club, hopes that all former residents of Australia will join and he is anxious to give any information needed. Letters should be addressed to him at the South China Athletic Association, China Building.

ST. PETER'S YOUNG MEN'S CLUB.

NEXT SATURDAY'S MOON-LIGHT PICNIC.

The arrangements for the moonlight picnic to be held by St. Peter's Young Men's Club next Saturday evening are as under:—

The launch will leave Queen's Pier at 8 p.m. sharp and participants are asked to be punctual.

The launch will then proceed to the station pier at Kowloon and will leave there punctually at 8.15 p.m. for Repulse Bay.

Members are reminded that there will be no launch picnic on the afternoon of the above date, the hour having thus been changed from 3.45 p.m. to 8 p.m.

CORRESPONDENCE.

H.K.W.G. AND M.C.L.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—The following interesting extract is from a letter written by Mrs. W. Chatham:

"I met Mrs. Boxhall for the annual conference of the Ministerial Children's League and was introduced to the Earl of Meath, his daughter Lady Mary Holt and Miss Johnson, of the Ottershaw Homes Committee. The Earl of Meath thought Hong Kong had been wonderful in raising so much money for the Ottershaw Homes, in the midst of such trying times. They were also amazed at Shanghai's effort. The League could do with a special effort to equip their Sanatorium with linen, blankets, etc., and some furnishings as they have to borrow from the Homes for such necessities if there is sickness; but it is thought that the Sanatorium should have its own things in case of infection."

(The Hong Kong Branch of the Women's Guild and Ministerial League supports two cots in the Ottershaw Homes, which was founded many years ago by the Countess of Meath. Children are admitted at the age of five. Fifty-six children can be maintained in the Home—thirty-two boys and twenty-four girls. The boys remain till they are 14 and are then taught a trade. The girls leave school at 18 and are trained for service. Anyone can inspect the Home at anytime.)—Yours truly, Hon. Sec. H.K.W.G. & M.C.L. MARY KING.

FOR THE SERVICES.

ROYAL AIR FORCE ENTERTAINED.

Under the auspices of the Y.M.C.A. Entertainments Sub-Committee, a concert was given to members of the Royal Air Force at the R.A.F. depot at Cameron Road, Kowloon.

In a programme of twenty items, both local entertainers and Service men took part.

Mrs. J. Sanderson Smith who was to have appeared was unfortunately prevented through indisposition. Contributors included Mrs. M. Minney, and Sergt. King, R.A.F. (vocalists), and Messrs. Gaskin, Millar, Hughes, Hawkins, Beine, Mather and Hinton (who sustained the humorous side of the entertainment).

The programme was arranged by Miss Daisy O'Keefe, and the dancing of her pupils was greatly appreciated, the "Japanese Fan," "Jazz" and "Dancing Dolls" being very much applauded. There was also an Irish jig by Miss Marian Bryson, jazz dances by Dorothy Tolan and Betty Pestonji, and Highland dances by Miss Lorna Tolan, including the sword dance. The accompanists were Mrs. J. R. Suiter, Mrs. R. Pestonji, Miss Bella Pestonji and Mr. Aylem.

Flying Officer A. A. Jones expressed the thanks of the R.A.F. Last Night.

The usual Tuesday evening concert was well attended and thoroughly enjoyed at the "Cheer O" Y.M.C.A. last night, and at the "Better Ole" there was a whist drive.

To-night there is a feast of entertainments. At the Rope Factory there is the Y.M.C.A. Mobile, Concert Party, who recently made their debut at Service entertainments; at Hankow Barracks there will be the "Revellers" Concert Party; at the "Cheer O" there will be a whist drive; while at the "Better Ole" there is that weekly feature, a singing competition.

A BULLYING BUTCHER.

FINED FOR ASSAULTING SMALL BOY.

A butcher of West Point market was yesterday fined \$20 for assaulting a small boy who said he would not buy meat at defendant's stall.

The boy's story was that the defendant leaned over the counter, slapped his face and kicked his knee with a wooden clog.

The butcher said it was "a joke," but the Magistrate (Mr. B. E. Lindwell) said he did not think so.

The Magistrate: The boy was knocked down, given a black eye and kicked in the knee. Is that a joke?—It was meant to be.

Defendant was also ordered to pay the boy \$2 compensation, and was bound over in \$50 to be of good behaviour for six months.

INQUEST ON INDIAN OFFICER.

A HARD TASKMASTER.

TROUBLE WITH HINDU SOLDIERS.

That there had been bad feeling between Jamadar Gurmakh Singh and a new draft of 29 Hindu Dog soldiers for several weeks before the Jamadar was murdered at Whitfield Camp Barracks was stated yesterday at an inquest in the Kowloon Magistracy on Jamadar Gurmakh Singh. The Coroner was Mr. W. Schofield.

Captain E. W. Morris, officer in command of the Hong Kong Mule Corps, said that at 5.15 on the morning of June 25th his clerk came to his flat at Kingsclere Hotel to inform him that an Indian Officer, Jamadar Gurmakh Singh, had been murdered during the night. Witness immediately dressed and went to Whitfield Camp Barracks, where in the Indian officers' quarters he found the Jamadar lying in bed on the verandah of his room covered with a sheet. Witness lifted the sheet near the head and found him to be dead with a long scar across the right temple. He mounted a sentry over the bed and quarters with orders that no one was to be allowed near, then went to the Water Police Station.

Witness added that in his unit were Hindus and Mussulmans. The Dogs were Hindus, and upon them his suspicions had rested. About three weeks before the murder he had received a draft of 29 Dogs from India to complete his establishment, and these men gave Gurmakh Singh a certain amount of trouble. As a result, witness had one severely punished for theft. He sent for the senior N.C.O. and warned him that if the men under him continued to defy the Jamadar's authority he should have to take serious action against them. This took place about three weeks before the murder.

Since then the Dogs had given no further trouble. The men's kits had been examined by the police but as far as witness knew no clue had been discovered. He had no suspicions of the Mussulmans.

Indian officers who were sleeping within a few yards of the Jamadar heard no sound of a shot, continued witness.

Jamadar Gurmakh Singh joined Captain Morris's unit about 18 months ago, and had been a very good officer, though a hard taskmaster. He was rather inclined to bully the men, but he was most reliable. Conductor E. Tobin, of the Mule Corps, gave corroborative evidence. The hearing was adjourned.

ROAD OFFENDERS.

BATCH OF CASES AT CENTRAL MAGISTRACY.

For exceeding the speed limit in the controlled area between Government House and Arbuthnot Road, Mr. Taquet was fined \$10 at the Central Magistracy yesterday.

L. W. Shaw was fined \$35 for leaving his motor cycle in Queen's Road Central opposite the Queen's Theatre. The defendant said he was a newcomer and did not know that parking was not allowed in that locality. The cycle was left for 20 minutes.

Mr. R. Schmidt was fined \$20 for exceeding the speed limit in a control area between Caine and Arbuthnot Roads. It was stated that defendant was driving at from 20 to 22 miles an hour.

Mr. C. W. Somers was summoned for driving to the danger of the public.

Sergeant Baker stated that a Fiat car came up the road near the Woonchong Police station at about 15 miles an hour followed at twenty yards by a lorry travelling at 10 miles an hour. Defendant cut in between the Fiat and the lorry at about 25 miles an hour. After the defendant had passed the lorry he pulled up, leaving a skidmark 27 feet long.

The defendant said that he could pull up within 10 feet without skidding. He admitted that he passed the lorry at about 20 miles an hour, but said there was plenty of room behind the Fiat for him to pull up.

The Magistrate (Major O. Wilson) adjourned the case until next week.

An Indian chauffeur employed by Mrs. Matheson was fined \$10 for disobeying traffic signals when turning out of Morrison Gap Road into Stubbs Road on July 20th.

"MONSIEUR BEAUCAIRE."

THE SPIRIT OF FRAGONARD.

VALENTINO THE BELOVED.

[BY OUR FILM CRITIC.]

Rudolph Valentino, the Latin Lover, the marine idol of the screen, where does his charm lie, for that he has a charm is undeniable! There are very few women who can "do" Valentino making love, unmovable, even admit his fascination, and yet this slender young man was neither an Adonis nor even a very remarkable actor. But he possessed what is more than either, the gift of intimacy with his audience. Gloria Swanson has the same, on the screen, and du Maurier and Ellen Terry on the stage. Each member of their audiences feels that they are playing to them alone.

That Valentino is the hero is enough to make "Monsieur Beaucaire," an attraction but it is also a delightful and interesting film. The story is slight, and there is no very remarkable acting, but it has been carefully constructed and rounded off to convey a particular idea. There is no attempt at thrills or melodrama, the atmosphere is throughout the exquisite artificial atmosphere of Fragonard. It is very rare to find a film constructed with any such definite idea; the cinema is the lusty and often rather vulgar child of American push and efficiency. The output of the German studios has far more real art and soul behind it than that of Hollywood, but you do get occasionally these "freak" pictures, strange fairy children of an age of materialism.

It needs no history book to read the spirit of the court where Madame La Pompadour ruled supreme, Versailles, and the painters of the day show it clearly enough, but it is rather remarkable that a film producer should have seen it, and perhaps even more remarkable that he has managed to convey it so exactly. That an audience fed on vamps and rough riders, on Ruretanian and Parisian night clubs who have seen the glory of Babylon and the court of the Pharaohs, should watch this exquisite artificiality not only patiently but with great enjoyment, is proof of the excellence of the production.

"Photography, dresses, movements, grouping," everything has been carefully thought out, with the result that "Monsieur Beaucaire" is a very charming film and one which we heartily recommend you to see to-morrow at the Queen's. It is exquisite and, what so few films are, restful.

LESS THAN A MINUTE!

Members of the Sanitary Board had no sooner taken their seats for yesterday afternoon's meeting than the President announced that there was no business apart from the formal minutes laid on the table.

The proceedings lasted less than a minute, and the members fled out.

Those present were: Mr. N. L. Smith (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. O. Ho, Mr. H. T. Jackman (acting Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. W. Davies (Secretary).

FAMOUS ENGINE BUFFERS AS PIANO STOOL.

RELICS FROM FAR AND NEAR PUT TOGETHER.

To retrieve and reassemble one of George Stephenson's masterpieces in early steam engines, "The North Star," widespread search has been made for the parts, which were scattered all over the country.

The Great Western Railway authorities had promised to send "The North Star" across the Atlantic to take part in the centenary celebrations of the Baltimore and Ohio Railways.

When the promise came to be fulfilled they realised their difficulties.

Mr. Collett, the engineering superintendent of the G.W.R., discovered the buffers being used as a piano stool in a house in Bath.

The wheels were derelict in the works at Swindon.

By good luck all the parts have been found and assembled, and "The North Star" will now be dispatched to America with the "King George V," the last word in engines.

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[A. 7. 10.]

CASTLE PEAK MURDER TRIAL.

"MUI TSAI" IN THE WITNESS BOX.

LEGAL CONFLICT OVER MEDICAL EVIDENCE.

The trial of the Chinese charged with the murder of his wife at Castle Peak, on April 7th, was continued at the Supreme Court yesterday, before the acting Chief Justice (Mr. Justice J. R. Wood) and a jury, following their visit of inspection to the scene of the alleged crime on the previous afternoon, when the case was adjourned for this purpose.

The *Mui Tsai* began her story in the morning, and continued it in the afternoon, being in the witness box for a matter of three hours. Cross-examination was reserved. Following her evidence, expert evidence by Dr. J. E. Dovey, in charge of the Kowloon Mortuary was given, and at the conclusion of his statement the case was adjourned till this morning.

The Court was full mainly with Chinese.

Mr. H. Somerset Fitzroy, acting Assistant Attorney-General, instructed by Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) is appearing for the Crown, and Mr. F. C. Jenkin, instructed by Mr. J. A. Gordon Leask, is for the defence.

Mui Tsai's Terrible Story.

Yesterday, the *Mui Tsai* spoke of the strained relations that had existed between the deceased woman and prisoner, her husband, and referred to quarrels which had taken place. Witness also told in detail how she found the body of her mistress doubled up in an out-house, but did not say anything about it, and how later prisoner gave out that his wife had gone to a relative, and then said she had run away with a man after trying to poison herself with arsenic.

The *Mui Tsai* also spoke of events leading to the discovery of the body when it was dug up on the hillside six days after the arrest of the prisoner.

She recognised a pair of ragged and very stained trousers as belonging to the dead woman. Later she saw them in a pond outside the garden where the police inspector found them. She saw the dead body when it was dug up.

A pile of clothing was produced in Court, and witness identified it as belonging to deceased.

Mr. Jenkin remarked that as this witness had been in the witness-box for three hours he thought it would perhaps be fairer if he reserved his cross-examination.

His Lordship agreed and the next witness was called.

Dr. J. E. Dovey, Medical Officer of the Kowloon Mortuary, said that on May 28th, he went to Castle Peak and saw the body dug up. He later made a post-mortem examination and found a deep groove around the neck, also a loose rope around the neck. The groove went completely around the neck horizontally, and the rope was half an inch below the thyroid cartilages. There were no marks or abrasions or cuttings on the skin, and no blood in the body. The organs were all shrivelled up.

Mr. Fitzroy: Can you tell the health of the person?

Witness: From the actual post-mortem examination it would be practically impossible to tell, but I am sure she had no serious growth.

His Lordship: She might have had heart failure?

Witness: She might have done, but I cannot state that from the post-mortem.

Mr. Fitzroy: If you had found a meal in the stomach what would you think?

Witness: That death had occurred suddenly, or very soon after a meal.

Replying to His Lordship, witness said that signs of evacuation of faeces might suggest either that a person suffered from some complaint of the intestinal tract or had died from fright or violence.

(Continued on next column.)

PRINCE AS LANDLORD.

LONG WAITING LIST OF WOULD-BE TENANTS

POPULARITY IN LONDON.

The most popular landlord in London to-day is the Prince of Wales. As Duke of Cornwall he owns a good deal of property in South London, principally in Kennington, and since he acceded to the throne in 1910 he has spent several hundred thousand pounds on improvements.

Like many others, the Prince has a horror of long rows of monotonous little houses, and so far as possible these have been replaced by attractively designed and well-varied schemes. Every new house or flat, however small, has a bath room, and electric light is laid on.

In Newburn-street, Kennington, is a hostel, where some fifty old tenants who have more or less lived their lives on the estate are housed in small flats let almost at a nominal rental which includes rates and electric light. Not far away is the Cornwall Babies Hospital, built by the Prince and now taken over by St. Thomas's Hospital.

Surprise For The Oval.

Ever since the Prince inherited the estate he has shown a keen interest in it, one indication being the number of informal visits he pays to his tenants. He has also visited various industrial undertakings the owners of which are his tenants.

The Kennington Oval is on the estate, and quite recently he renewed the lease, by the terms of which the Surrey County Cricket Club were pleasantly surprised.

Naturally there is a huge demand for houses on the estate, a demand which cannot possibly be met. "The long waiting list reflects the merits of our landlord," said one tenant to a reporter.

"All we wish is that everyone could be as fortunate as we are."

OBITUARY.

MR. A. H. COLLINSON.

Mr. Alfred Howe Collinson, C.B.E., M. Inst. C.C., died on the night of June 28th, while travelling by train in the Punjab, in his 62nd year. Mr. Collinson, who obtained his training as a civil engineer in the offices of the Great Northern Railway and served with that company from 1881 to 1889, carried out extensive railway work for the Buenos Aires Great Southern Railway and the Great Central Railway, and from 1903 to 1914 was intimately associated, as engineering-in-chief, with the construction of the Shanghai-Nanking Railway, the Nanking City Railway, and the Hankow-Canton Railway in China. During the war he was principally responsible, under the Ministry of Munitions, for the organisation of the D.I.M.A. (Director of Inspection Munitions Areas) at Sheffield, which controlled, as to inspection, practically the whole of the munition output of the country apart from the London area. In 1917 he was appointed Director-General of Inspection of Munitions of War, and controlled that section of the Ministry until the end. In recent years he represented the "Foundation Co., Ltd., Aldwych House, first in British East Africa and then in India, and he also did valuable work in re-organising the Calcutta Tramways on behalf of the London board. He was created C.B.E. in 1917 and an officer of the Legion of Honour in 1919, and was a member of the Junior Athenaeum Club, the Shanghai Club, and the Bengal Club. He is survived by his wife and daughter and by two sons, Lieutenant-Commander A. C. Collinson, R.N., and Flight-Lieutenant E. H. Collinson, R.A.F.

In case of hanging they usually found marks of the rope above the larynx, while in cases of strangulation the marks were usually to be found below the thyroid cartilages. He would expect more hemorrhage in hanging.

Mr. Fitzroy asked for the symptoms of throttling, but Mr. Jenkin objected, saying that Dr. Dovey had given evidence at the Police Court, and no notice had been given that this evidence was to be given to-day. This evidence was entirely new to that given at the Police Court. In opening the Crown case Mr. Fitzroy has told His Lordship and the jury that he was relying on the noose, and therefore throttling did not enter into it.

His Lordship held that an expert witness could amplify any evidence given at the Police Court, and that this was amplification of that evidence. If any other new evidence was brought in, however, without notice, then he would give Mr. Jenkin leave to recall witnesses for further cross-examination.

Replying to His Lordship, witness said that there was nothing inconsistent with death having taken place from heart failure according to the post-mortem examination. After further evidence the case was adjourned until this morning, when Mr. Jenkin will cross-examine this witness.

A DEAD MAN'S DEBT.

PERSONAL OR FIRM LIABILITY.

QUESTION OF THE FIRM'S CONTINUITY.

Whether a defendant firm was liable for a dead man's debt, or whether it was a personal debt of no attendant liability on the firm was the point at issue in an interesting case heard at the Summary Court before the acting Puisne Judge (Mr. P. Jacks) yesterday morning.

Mr. F. X. Remedios appeared for the plaintiff, and claimed that the debt incurred by the deceased owner of the defendant firm, should be paid by the firm, while Mr. D. McCallum, appearing for the defendant, contended that it was merely a personal debt, and that the firm was not liable.

The plaintiffs were two Chinese poultry dealers, of 230, Des Voeux Road West, while the defendants were the Hing Cheong store, of No. 57, Wanchai market, who are also poultry dealers.

The plaintiffs claimed the sum of \$944.92, the equivalent of tael 680 for goods sold and delivered.

It was stated by plaintiffs that this sum was due and owing from the defendants to Kung Yick Lee Kee firm 175, Des Voeux Road West, on May 13th of this year.

On that date three men, Li Hon Chi, Ng I Hon, and Li Cheuk Nam, partners of the Kung Yick Lee Kee firm, absolutely assigned the debt to the plaintiffs by an assignment in writing. Notice of this was given to the defendants on May 21st this year.

Mr. Remedios said he did not quite understand what defence would be put up but he learned from Mr. McCallum that the Hing Cheong firm was previously carried on by the father of the present licensee and the present licensee was not liable for the debts of the previous licensee.

Before the assignment was executed and before the date of the transfer, continued Mr. Remedios, careful enquiries were made from various debtors of the vendor firm to verify the correctness of the debt.

He understood that the debt had been admitted verbally by the defendant firm.

Mr. McCallum, said the Hing Cheong firm was the property of a man who was the husband of a woman present in court. He died, and it would appear from the books that the money was due and owing at the time of his death.

Tenancy of Market Stores. Dealing with the tenancies, on the point as to whether the business of the store was separate from the dead man's debt, Mr. McCallum went on to say that the present Chief Justice was of the opinion that market stores were monthly tenancies and their right was a pure right from the Government in granting a monthly tenancy. When a man died he could not therefore be said to have any interest or right upon that store. There was a recognised practice to allow sons to succeed their fathers but they had to get a new licence.

The woman had a boy, 13 years of age. She put his name down as the licensee and empowered a *fok* to manage the store on his behalf.

Her husband had also been partner in another firm but apparently it was in difficulties and she had not the remotest idea exactly what the position was. That firm assigned the debt due from her husband's store to the present plaintiff firm, but at the time of the assignment her husband was dead, and so far as she knew he left no estate whatsoever, so that she could not get Letters of Administration. The woman had admitted that the debt was due from her husband, but not from the firm.

His Lordship said that it appeared that the business was being carried on by the defendant, but that it was not assignable. There was, however, a practice of taking over by succession.

Mr. McCallum remarked that the son, *uk* over in succession to his father, and in reply to this Mr. Remedios pointed out that if this was the case then the son was liable for his father's debts.

(Continued on next column.)

N.U.R. PRESIDENT RAILS AT SOCIETY.

"NEVER SUCH A RIOT OF LUXURY AT ASCOT."

"CALLOUS DISPLAY."

An attack on Society and the "haunting of wealth" during the season was made by Mr. W. Dobbie, president of the National Union of Railwaymen, at the opening of the annual conference at Carlisle.

After criticising the railway companies for their attitude in regard to the reinstatement of men "penalised for their excessive zeal during the dispute last year," Mr. Dobbie proceeded:

"While the condition of the general mass of our people is desperate, what does the other side of the picture reveal? Luxury and wealth have never been more callously flaunted. A whole week during last month the Press of the nation contained practically nothing but the description of the glories of Ascot. The wonderful dresses, the jewellery and the parade by the non-workers of the wealth of Society made a gorgeous display. Never before, they say, have the events of the 'Season' been so successful."

"Never before has there been such a riot of luxury and wealth on show. While the workers struggle for bread the rich flaunt their wealth and keep the luxury trades fully occupied. This is what the Government protects, and what it stands for."

"No Peace In Industry Talk."

Referring to the Trade Unions Bill Mr. Dobbie said they would face the issue like men.

"All our forces must be mobilised to return the blow with interest. All talk of peace in industry should cease forthwith. There can be no such peace with this type of people. The peace-in-industry organisations are on the verge of collapse."

"These political mercenaries and petty Mussolinis must be removed from power unless we are to revert to the servile state."

"The Government's trade union legislation, which has neither moral, constitutional nor any other authority, should be ignored by the whole working-class movement, and every union should refuse to operate the provisions of the Act."

Another phase of the Government's class war activities was the breaking off of relations with Russia. Never in his experience had he seen such a spurious campaign and such a flagrant, light-hearted neglect of the needs of the country in the interests of what the Government hoped would be a political advantage.

Mr. J. H. Thomas, M.P., referring to a speech by a representative of the Co-operative Society, said the happy combination of paralyzing the community and then letting the co-operative movement feed them did not quite work.

A WOMAN AT THE DOOR.

"BROKEN-HEARTED" IF NOT MADE A FREEMAN.

"True, I have found sex prejudice everywhere I have been in business, but I do not think that will be a force to be reckoned with in this case," said Miss G. V. Woodman, the 25,000 a year director and general manager of a bookbinding company, discussing the possibility of her election as a freeman of the Worshipful Company of Stationers.

Miss Woodman is only 30 years of age. If she is elected, a precedent will be created, which may vitally affect the 77 City companies.

"At the moment," she added, "many leading stationers, personal friends of mine, are going through the by-laws of the company thoroughly to see if there is a clause excluding members of my sex."

"I shall be broken-hearted if I am rejected."

Mr. McCallum said the Chief Justice had refused to issue Letters of Administration, saying that although the stores had been valued at \$1,000 there was nothing for which he could grant Letters of Administration. He had also held that there was no goodwill on the property.

It was then argued by Mr. Remedios that if the son took over the father's business, and carried it on under the same name, he must to avoid liability, give notice to customers that he would not be responsible for debts, etc., incurred by his father.

Widow's Attempt to Pay Debts.

Mr. McCallum responded that a licence outside the door gave the name of the new proprietor. The store was badly in debt, and the woman had come when they ought to try to get a building which would accommodate between forty and fifty students. Another was the Assistant Chaplain's Fund. The Association guaranteed the means for a man for three years; now, as the three years were closing, he should like the Association to say that it would keep this fund up not for three years but on a permanent footing. Lastly, there was need for a woman for Diocesan work, and out there they would find a very big sphere for the store.

His Lordship reserved judgment.

HONG KONG'S THREE NEEDS.

DIOCESAN GATHERING IN LONDON.

BISHOP DUPPUY'S TRIBUTE TO BUSINESS MEN.

BISHOP OF LONDON'S IMPRESSIONS.

The annual gathering of the Victoria, Hongkong and South China Diocesan Association was held in London on June 29th.

Following a service at St. Martin-in-the-Fields, where an address was given by the Rev. G. R. Lindsay, until recently Vicar of St. Andrew's Church, Kowloon, there was a lunch at 1.30, and at 3 p.m. the Re-union Gathering, a crowded function, was held in Victoria House, Leicester-square. The Chairman was the Lord Bishop of London and the speaker was the Rt. Rev. C. R. Duppuy, D.D., Lord Bishop of Victoria, Hong Kong.

Bishop Duppuy, in his speech, said the three needs of the Diocese were a Women's Hostel for the University, an Assistant Chaplain's Fund and a woman for Diocesan work.

The Bishop of London, in an address, spoke of the pleasure of his recent visit to Hongkong and the impressions it had left on his memory. Coming from Shanghai he was charmed with the beauty of the British Colony and of its lovely Peak, where the chief residents of the Cathedral he found was a warm and real centre of Church life. Also across the harbour in Kowloon there was a very happy centre in St. Andrew's Church.

The Diocesan Schools and the Homes for the Blind filled him with admiration. He was also deeply impressed with the importance of Hongkong as a centre for missionary effort. Having touched upon his visits to Canton and Macao, of the use of chopsticks, and of his joy in a good game of tennis, the Bishop said that what was really wanted was an efficient lieutenant to travel over what was the biggest diocese in the Anglican Church.

Needs of the Diocese.

The Bishop of Victoria said the peace and prosperity of the world depended in an equal degree upon understanding and real comradeship as between the nations of the East and the West, and they had an opportunity in their Association to help and promote that good understanding and fellowship.

The Association was founded on the day he was created Bishop, and he was its seventh reunion. Referring to the breakdown in health which necessitated his coming home this year instead of next, the Bishop said he was medically overhauled the previous week when the doctors told him there was nothing to prevent his going back in December next. (Applause.)

He had to go, fairly quietly. No country in the past three years, he continued, had been so much before the eyes of the world as China, and he was sure that no one could keep pace with the currents and cross-currents that had been sweeping over China in that time. The tide of Nationalism, it was clear, had steadily risen in China. It was right that it should arise, for, as he was convinced, it was for the good of the human race that each nation should be developed to the highest possible point.

That was what the modern world had got to learn, and China had got to learn, was that democracy was not sufficient in itself. Christ also and the Gospel were as much needed in this world as ever.

Three Needs.

The Bishop paid a tribute to the way in which the officials and business men of Hong Kong, Canton and other centres of the Diocese had met the difficulties of these times with a spirit of patience, goodwill and open-hearted generosity. It was part of his duty to minister to the spiritual wants of people of his own race, and this work was full of encouragement also. In conclusion, the Bishop mentioned three needs. One was for a Women's Hostel in connection with the University of Hong Kong. The time had come when they ought to try to get a building which would accommodate between forty and fifty students. Another was the Assistant Chaplain's Fund. The Association guaranteed the means for a man for three years; now, as the three years were closing, he should like the Association to say that it would keep this fund up not for three years but on a permanent footing. Lastly, there was need for a woman for Diocesan work, and out there they would find a very big sphere for the store.

The proceedings concluded with the benediction and tea.

GREAT TALKERS I HAVE KNOWN.

REMINISCENCES OF A. J. BALFOUR, HUXLEY, GORDON AND BERNARD SHAW.

[BY THE COUNTESS OF OXFORD AND ASQUITH.]

I have often wondered why the weather seems to be the first topic of conversation that comes to the mind of even clever people who meet each other suddenly and seldom. However well you talk or listen, however witty or thoughtful you may be, no one can say anything original about the weather. It is not an inspired opening; but it is safe. It is like returning your partner's lead—at bridge. Had you thought for a moment, or considered dummy, you might have led up to the weak suit upon the table, but your mind has been distracted by the discussion upon the king winning the cut instead of the lowest card and you return your partner's lead.

The weather has been vindictive enough this year to excuse anyone talking about it; but beyond saying no more out of any ark could have found a refuge from the rain in Berkshire, I have been guarded on the subject. I know if it is mentioned it is a death knell to conversation. There is nothing so mysterious as what it is that inspires good conversation. I have been at luncheons where men as brilliant as Lord Morley, Lord Balfour, Mr. Churchill, Mr. Birrell, and others have been present but it has been as dull as if I had been sitting at table d'hôte.

It is just possible that had a sturdier man been of the company he would have made the entertainment less non-conducting. If too many common-places can spoil the broth, so can too many competing conversationalists. Clemenceau upon a celebrated occasion when his Finance Minister was criticised said: "Ce n'était pas les aigles qui ont sauvé le Capitoul." (He meant it was not eagles but geese that saved the Capitoul.) The truth of this remark has often been brought home to me.

When people take the trouble to come to my house for luncheon or dinner I take infinite trouble to get to know what they are interested or amused. But however many delightful people I may gather together, unless I am interested myself the party is not a success. The hostess is like a cox in a boat and sets the pace. Laurence Oliphant told me once that he divided society into life-givers and life-takers, and no doubt some of the best talkers leave one limp and exhausted. They speak with the pedal down; and with monotonous regularity give out at length without ever taking in. To be copious in narrative is always tedious; and no one but an American has the time or the patience to listen to perorations when the hero described is the speaker.

I have been fortunate in having had among my friends excellent talkers, and to live with a man who has never lightened conversation. I shall always regret not having taken down in shorthand the conversations I have heard between my husband and George Meredith, Harry Cust, Gladstone, Harcourt, John Morley, and Lord Rosebery, not to mention John Burns—one of the most dramatic talkers living. But as I have a retentive memory and kept a diary, I have got a record of most of the good things I have been privileged to hear, and all the good things that have been said to me.

I remember my husband and I being entertained at luncheon by Mr. McEwan many years ago. The Princess of Monaco and myself were the only women present, and the men were our hosts—Lord Balfour, my husband, and Mr. Frank Harris. In spite of Mr. McEwan's courtesy and encouragement, the conversation was sudden and gappy. Mr. Harris, hovering between a desire to fly a kite and throw a bomb, turned to Mr. Balfour—as he then was—and said: "I'm sure you'll agree with me all the faults of the present day come from Christianity and Journalism."

To which Mr. Balfour replied with imperturbable urbanity: "Christianity, of course; but why Journalism?"

One night many years ago we were a family party spending the holidays in the country. My husband was away, and after a

strenuous day of boating on the river and tennis on the lawn we were sitting round the table at dinner. My step-children—all brilliant talkers—were tired and silent, and I found the attention of my companions concentrated upon their plates. Anxious to be as enterprising in what is called the home circle as I wish to be in society, I said I would ask them the only riddle that I had ever guessed: adding that it had taken me three days to solve it.

"What is it that God has never seen; that kings see seldom; and we see every day?"

There was a moment's silence. Then my eldest step-son, Raymond Asquith, replied: "A joke."

This defeated the silence, and when I told them that the real answer was "An equal," I felt his brilliant guess was the better answer of the two.

One day we were lunching with the Bernard Shaws. Our host was describing with his usual wit and fantasy the plot of his new play, "Major Barbara," had not yet been produced, and the fame and success of his other plays had been such as to make us all eager to listen to him. But with the apprehension of a hostess who thinks the conversation is being monopolised, Mrs. Bernard Shaw said to her husband: "It may spoil the interest of your plot if you tell us too much about it. Why don't you ask Mrs. Asquith what she thinks of your play?"

This made me profoundly uncomfortable. My mind refused to act; and as everyone stopped talking, the silence was formidable. Being devoted to Mr. Shaw and unable to think of a penetrating reply, I said: "I think they're praps a little long." Relieved and ready, he instantly replied: "It is the only way I have of emptying the theatre!"

When I stayed with the Master of Balliol for the week-end he always asked me what of his guests I would like to sit the other side of me. On one occasion I chose Sir Charles Bowen, feeling certain that he and I and Jovett would have a good talk. He was agreeable to the idea, but said he hoped I would talk to Professor Huxley after dinner. When the men joined us in the drawing-room I immediately engaged his attention.

It would have been difficult to meet a more brilliant talker or more attractive man than Huxley. But the topic he chose to discuss was one ill suited to me. He said the power of religion over mankind had done nothing for individuals, and expatiated on the reproaches he would find it his duty to make to the Almighty when he would have the privilege of meeting Him. I am quite unequal to responding to blasphemy however adroitly expressed, and having made a friend of Bowen—whom I saw standing in the middle of the room—I beckoned to him to come to my assistance. He drew his chair up to us and sat down.

Professor Huxley has challenged me to name any individual whose actions have been entirely governed by religion. I said, adding that I hoped he would help me to find an answer. He said he imagined I was capable without any help of citing a name to confute this.

Tambling round for an idea I suggested General Gordon. By a strange chance Gordon happened to be a hero to Huxley. He turned away, having no further use for me, and addressed himself exclusively to Bowen. He explained with almost dramatic eloquence the amazing impression Gordon had made upon him, and I inferred from what he said that he was the only man who had ever shaken his intemperate atheism. He wound up a moving account of his devoted personal relationship by saying:

"You won't believe me, my dear Bowen, but Gordon once said to me, 'If I were to have my brains shot out round the corner of the street I should feel certain I was only translated to a wider sphere of Government.'"

With his sleek smile Bowen replied: "Do you think the absence of brain would have been of any service to him?"—Daily Mail.

THE UNDERGROUND SKYSCRAPER.

CONTRADICTION, BUT YOU WILL SEE IT RISING SOON.

Behind a boarding on the corner of Broadway, Westminster, men are preparing to lay the deep foundations of the new £300,000 home of the Underground Group. It is to rise—ten storeys of it—on the site of the older and now demolished portion of what used to be called Electric House.

With a tower 175ft. high it will go nearer the sky than the offices in the neighbourhood, and under the L.O.C. height restrictions the top floor will not be occupied.

2,000 Officials.

There are at present portions of the administrative, operating and commercial staffs in the Strand, Leicester-square, Victoria-street, and Aldwych.

Some 2,000 officials with work of one kind or another connected with the running of London's tubes, omnibuses, the District Railway and the Metropolitan Electric and South Metropolitan Electric tramways will use the light and airy rooms of the Broadway dome.

As the new building is partly over St. James's Park Station difficult ground work will occupy probably all the summer, and the whole of the building may not be ready for occupation till 1929.

WOMEN GROWING PRETTIER.

ALSO HEALTHIER AND MORE SENSIBLE.

[By FANNIE WARD,
The American Actress, known as "The Eternal Flapper,"
who at 30 looks 25.]

Forty years ago it was a very serious business being a grandmother. That dignified state necessitated the wearing of a sort of uniform of a stately black gown, with perhaps a lively grey for festivities, consisting of an armour-clad bodice mounted on a tough lining, and a full, solemn skirt so long that children must have believed that grandmas moved on castors.

They certainly had no ankles, and feminine legs had never been heard of outside the ballet. Grandmother was crowned with beautiful white hair, surmounted by a cap; she was hung with chains and weighted with brooches. Her principal occupation was knitting.

It was almost as solemn a business being a young girl. A girl knew nothing, went nowhere save under the strictest escort, and was muffled up in innumerable layers of clothing and corsets which pulled her waist into the regulation 18 or 20 inches. She took a long time to dress herself, and no wonder, seeing all the hooks, buttons, and tapes there were; and she took a long time to do her hair. But she took no time at all to make herself up, because even powder was considered iniquitous, and lip-stick an abomination. Unfortunately she not infrequently neglected to care for her skin. Forty years ago there were many more spotty girls than there are to-day and many more suffered from indigestion. Looking back, I sometimes wonder how we had the physical force to indulge in the strenuous dancing of that day, hampered as we were by our skirts and constricted by whalebones and corsets. Many danced as little as possible. Nowadays hardly any one seems to sit out, and they tell me conservatories are not what they were.

To-day it is as easy to be a girl as it is to be a grandmother; in fact, it is much the same thing. Gone are the white hairs, the reticules, the knittings, and the trailing black silks of yesterday; gone are the sweetly innocent, befrilled maidens with their uxorious tresses. It is that slender sylph with an abbreviated Greek tunic of scarlet, just a little less vivid than her lips, away from above her slim, flesh-coloured knees, a girl or a grandmother?

Impossible to tell at sight. Her hair is bronze, her complexion vivid, her skin unwrinkled, her lithe body as fit as a schoolboy's. She swims, rides, dances. Who can say whether she is twenty, forty, or more?

What would the world have thought forty years ago of a grandmother in a short, clinging skirt singing and dancing on the stage, smoking cigarettes—and still being regarded as perfectly respectable?

People are always asking me what changes I notice most. It is hard to say. The years pass quickly, one's children grow up overnight, become men and women, marry. The horse-buses vanish, the handsome gals get low in the body and higher in price, fashions change . . . and

one hardly notices these changes, which have in so short a time altered not merely the face of life but the heart of it.

Certainly children have changed amazingly. At fourteen and sixteen they are grown-ups. But if they are sophisticated they are very sane. It is a better system than the old one of surveillance, though they tell me it is killing romance. Of course, I do not believe that.

And marriage—that, too, has altered. Young people are marrying much earlier and with much lighter hearts. You have hardly had time to wonder how they will get on before you hear they are divorced. In fact, I notice nowadays that it is unsafe to ask any man you have not met for a year how his wife is, in case she is no longer his wife and you find yourself guilty of a *faux pas*.

Not that these young people seem to mind very much; you see ex-husbands and ex-wives at the same party, chatting like good friends, even dancing together. That certainly is a change. Of course, a divorced woman—even one who was an innocent party—used to be rather in the position of a person released from prison. She had to hide her head in secluded spots; divorce was not thought nice. To-day it is apparently thought natural, and in the United States you frequently see women referred to in the Press as Mrs. Jones (3) or Mrs. Brown (2). Sometimes the successive Mrs. Robinsons 1, 2 and 3, may all meet at the same function.

Personally, it seems all very sensible to me; if you cannot get on with a person it seems so uncomfortable and so to force a pretence of happiness and unity which is far from existing. It is surely better to part.

What has changed then? People take their pleasures less sadly and I fancy they are kinder and less censorious of others. They try harder to have a good time, though perhaps they may not succeed, and they certainly have learnt to take misfortune more bravely. But otherwise I notice principally that they are healthier, women especially. That, of course, they owe to their light, loose clothing, and to the fresh air and exercise they obtain. It is no longer thought interesting to be delicate, but silly. Surely that is a sign of progress.

And while I myself do not really like hobbled and shingled hair (though on a sudden impulse one wet day I bobbed my own), because a fine head of hair is a real beauty, and while unskillful make-up is unpleasant and harms the face, it does seem to me that to care for one's appearance as everyone does now, to make the best of one's looks, is highly sensible, even moral, and not by any means a sign of decadence.

And what is the same? Not London, for it is very different from the London I knew long ago. And not grandmothers and girls. Thinking it over, I believe that the thing that has changed least is the English climate. It is just the same as it always was, and we grumble about the summer now just as we used to when I was a young girl very proud of my bustled dresses.

BRITAIN BEATS THE WORLD.

LONGEST NON-STOP TRAIN RUN.

LONDON TO NEWCASTLE—268 MILES.

The world's longest non-stop railway run—London to Newcastle—a distance of 268 miles—was accomplished the L.N.E. Railway's Pacific engine "Flying Fox."

Another notable run the same day was that of the Royal Scot, the new L.M.S. train, from Euston to Glasgow, the first stop being Carnforth, 236½ miles.

"Flying Fox" left King's Cross at 8.50 a.m. and steamed into Newcastle Central Station dead on time at 3.30 p.m., the journey of 268 miles having taken 5½ hours.

As the driver of the great engine, Mr. Albert, Tibbott, of 24, Belisha-villas, Barnsbury, N., stepped from the cab at Newcastle he was welcomed by the Lord Mayor of Newcastle (Councillor Lambert), members of the corporation, and representatives of public bodies, but the words of welcome must have been drowned by the cheers of the huge crowd that had assembled on the platform.

A telegram was handed to Mr. Tibbott from Sir Ralph Wedgwood, general manager of the L.N.E.R., congratulating him on the performance, and concluding, "Well done."

Five Tons Of Coal.

On her record-making performance "Flying Fox" pulled 263 tons the whole journey. Used nearly 5 tons of coal. Used thousands of gallons of water. Observed 700 signals. Picked up water from the track 5 times.

At some points the train slowed down to a speed of 15 miles an hour, and reached a maximum speed of 55 miles.

A passenger in the train said that from York to Newcastle the engine seemed to gather speed every mile and it was the most thrilling part of the run.

With a new crew the "Flying Fox" continued the journey to Edinburgh.

Another Non-stop Run.

The Royal Scot, drawn by two engines, left Euston at 10 a.m. and reached Glasgow at 6 p.m., seven minutes ahead of time.

Carnforth, Lancashire, the first stop, (238 miles) was made in 4 hours 20 minutes, the train arriving five minutes ahead of schedule time. The average speed was 54½ miles an hour.

Changing the engines at Carnforth took four minutes and the train left for Carlisle ten minutes ahead of schedule.

Between Bedford and Oglethorpe, near Carstairs Junction, Lancashire, the train ran through a rainstorm with the water above the rails for seven miles.

FORGOTTEN JEWS.

THE SMALL COMMUNITY AT KAI-FENG-FU.

Commenting on the fact that an expedition is going to the wilds of Abyssinia to investigate the Falashas or Black Jews, "The Traveller" writes in the *Daily Mail*: "Queer things have happened to more than one struggling colony of The Chosen People when it got cut off from its base."

Do you know, for instance, about the 300 Chinese Jews, huddled together at the city of Kai-feng-fu, in Honan Province, sadly contemplating the ruins of their synagogue, and carrying on, by word of mouth, the teachings of their last rabbi, who died 80 years ago? They are very poor and dejected. None of their wealthy fellow communities elsewhere in the world lends them a hand, nor does any museum or archaeological institution take steps to preserve what remains, and records are still to be found there. The British Museum, at all events, knows about them, for it has a number of Hebrew manuscripts from Kai-feng-fu, and there are some, I believe, in the Bodleian Library.

How the Black Jews happened to get cut off in a remote part of Abyssinia has still to be ascertained. The origin of the Chinese Jews, is known; they themselves have commemorated it. They were camp followers of a Persian king who was driven out of his country and energetically pursued by the armies of the Caliph Othman, 1,300 years ago. They lost their way and failed to keep in touch with what was left of the Persian army when it ventured to go home. There is to-day a stone in the ruined synagogue that records the construction of the first place of worship, in 1163, and its rebuilding about 355 years ago.

It would be a matter for keen regret if this extraordinarily interesting, and diminishing, group of marooned representatives of an ancient civilization were allowed, through sheer ignorance and apathy, to disappear without any steps being taken to make a thorough investigation of their relics and recollections.

£1,000,000 A WEEK LOST BY NOISE.

WASTE OF ENERGY DUE TO UPROAR.

QUIETER LONDON NEEDED.

Nerve racking street-drills, the uproar of tram-cars and other devastating noises of modern streets are condemned by Professor Henry John Spooner, President of the Polytechnic Engineering Society.

Professor Spooner estimates the wastage due to the impairment of working capacity caused by incessant din in offices at £1,000,000 a week.

Points from his report are:

Reduction of noise in commercial and industrial work is a paying proposition.

Mental work done in a noisy distracting atmosphere leads to nervous complaints, and tends to lower efficiency and output.

The mechanical uproar of tramway cars is the most nerve-shattering noise in our streets.

Tube railways are notorious for their distressing din, and it is a wonder that their awful noise is so patiently tolerated.

Worn, ramshackle noisy motor vehicles should be warned off the streets by the authorities, to be reconditioned or scrapped.

Horns or hooters should be standardized as to pitch, and a low melodious note should be adopted.

Pneumatic rock-drills for breaking up roads should not be permitted in the streets of towns.

Noisy machinery may, through nervous strain, be a possible cause of accidents.

The noisy surroundings of countless hospitals, nursing homes, colleges and schools is a serious matter calling for earnest attention.

FAMOUS GOLD MINE CLOSING.

MOUNT MORGAN PROPERTY TO CEASE WORK.

SYDNEY, July 28th.

The famous Mount Morgan gold and copper mine is closing. A meeting of shareholders in Melbourne unanimously decided on liquidation because since 1920 mining has been unprofitable owing to high labour costs.

The company, the capital of which was £1,000,000, has paid dividends aggregating £3,500,000. The assets to-day are estimated at £236,000.

It is expected that shareholders will receive a liquidating dividend of 15s. for a pound share.

The directors reported that although the mine contains 8,000,000 tons of ore worth £18,000,000 this could not be recovered on an economic basis.

Nothing to Save the Situation.

They had vainly explored every possibility of introducing drastic changes in the methods of mining and treatment and were forced to the conclusion that nothing could save the situation.

The world's leading authority and also two prominent American engineers reported that the open-cut method could not be successfully adopted.

The working costs for the past six years totalled £3,000,000, of which £2,000,000 represented wages. The products returned £2,500,000, leaving a deficit of £500,000.

The directors regretted causing a blow to a township of 10,000 persons solely dependent on the mine. They had voted £5,000 to compensate old employees, who loyally accepted reduced wages during the six adverse years.

Mount Morgan is a giant workshop in the hills 20 miles from Rockhampton, the seaport city of Queensland. Gold was first discovered there by Edwin Morgan in 1882. The share capital of the mine a few years back was £1,000,000 in 2 shares. Since its formation the Company has expended, in round figures, over £10,000,000 in wages, machinery, taxes, and general expenses, and distributed another £5,000,000 in dividends. Altogether this one mine has contributed near £20,000,000 of money to the wealth of Australia.—*Strait Times*.

NO LONGER INFECTED.

CHOLERA NOTICE WITHDRAWN.

With reference to Notification No. 5 of 1927, declaring the ports of Saigon and Haiphong to be cholera infected, and of Harbour Notice No. 7 of 1927 withdrawing the declaration against Saigon, notice is now given that the declaration against Haiphong has been withdrawn and that medical inspection of vessels from that port has been discontinued.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "PHILOTTETES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 8th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th August, will be subject to Sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th August or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

8th August, 1927. [5196]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBROUGH, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLAWEES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 27th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 7th August, 1927. [5195]

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
August 10th.....	5.58 a.m.	6.59 p.m.
" 11th.....	5.58 "	6.59 "
" 12th.....	5.58 "	6.58 "
" 13th.....	5.59 "	6.57 "
" 14th.....	5.59 "	6.56 "
" 15th.....	5.59 "	6.55 "
" 16th.....	5.59 "	6.54 "
" 17th.....	5.59 "	6.53 "
" 18th.....	5.59 "	6.52 "
" 19th.....	5.59 "	6.52 "
" 20th.....	5.59 "	6.52 "
" 21st.....	5.59 "	6.51 "
" 22nd.....	5.59 "	6.50 "
" 23rd.....	5.59 "	6.49 "
" 24th.....	5.59 "	6.49 "
" 25th.....	5.59 "	6.48 "
" 26th.....	5.59 "	6.47 "
" 27th.....	5.59 "	6.45 "
" 28th.....	5.59 "	6.44 "
" 29th.....	5.59 "	6.43 "
" 30th.....	5.59 "	6.43 "
" 31st.....	5.59 "	6.42 "

HAMBURG-AMERIKA LINIE.

Including HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 30 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73. 0. 0s.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "ADOLF VON BAER" (H.S.L.) due here on or about the 15th Aug.
S.S. "SAARLAND" (H.S.L.) due here on or about the 25th Aug.
S.S. "EMIL KIRDORF" (H.S.L.) due here on or about the 17th Sept.
S.S. "FRESSEN" (H.S.L.) due here on or about the 27th Sept.
S.S. "FRESSEN" (H.S.L.) due here on or about the 15th Oct.
S.S. "SACHSEN" (H.S.L.) due here on or about the 25th Oct.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

* M.V. "MUNSTERLAND" (H.S.L.) sailing from here on or about the 27th Aug.
S.S. "OLDENBURG" (H.S.L.) sailing from here on or about the 9th Sept.
S.S. "ADOLF VON BAER" (H.S.L.) sailing from here on or about the 21st Sept.
S.S. "SAARLAND" (H.S.L.) sailing from here on or about the 1st Oct.
S.S. "EMIL KIRDORF" (H.S.L.) sailing from here on or about the 22nd Oct.
S.S. "FRESSEN" (H.S.L.) sailing from here on or about the 1st Nov.
S.S. "FRESSEN" (H.S.L.) sailing from here on or about the 15th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.
* Calling at Genoa, Rotterdam and Hamburg.

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JEBSEN & CO.

12, Pedder Street. Tel. C. 2225. Tel. C. 4754.

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Tel. Address: JAVAVN. Tel. Central 1571.

Yok Building, Hongkong.

REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STRANERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROKA	SEANGAI	In Port	31st Aug.	MAKASSAR & JAYA
BARON	SEANGAI	11th Aug.	—	—
INCHEAPE	JAYA	11th "	—	—
GORJISTAN	JAYA	16th "	17th "	AMOT & N. CHINA
TJIMANOEK	JAYA	15th "	17th "	BATAVIA
TJIKINI	N. C. & AMOT	21st "	25th "	SHANGHAI
TJIKEMBANG	BATAVIA	23rd "	31st "	AMOT, SHANGHAI
TJIKONDARI	N. C. & AMOT	23rd "	31st "	BATAVIA
TJITABOEM	JAYA	29th "	31st "	SEANGAI
TJISALAK	N. C. & AMOT	29th "	31st "	BATAVIA
TJIKARANG	BATAVIA	4th Sept	8th "	BATAVIA
TJIKEMBANG	SEANGAI	12th "	14th "	AMOT & N. CHINA
TJIBODAS	JAYA	12th "	14th "	MAKASSAR & JAYA
TJIMANOEK	N. C. & AMOT	12th "	14th "	SEANGAI
TJISAROKA	BATAVIA	18th "	22nd "	SEANGAI

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THERAPION No. 1
THERAPION No. 2
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For Particulars of Freight and Passage, apply to the
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With reference to Notification No. 5 of 1927, declaring the ports of Saigon and Haiphong to be cholera infected, and of Harbour Notice No. 7 of 1927 withdrawing the declaration against Saigon, notice is now given that the declaration against Haiphong has been withdrawn and that medical inspection of vessels from that port has been discontinued.

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THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

SHIP	DATE	IN PORT	DATE	SHIP
CHANGTE	10th Aug.	16th Aug.	13th Sept.	CHANGTE
TAIPING	11th Aug.	17th Aug.	14th Sept.	TAIPING
CHANGTE	12th Aug.	18th Aug.	15th Sept.	CHANGTE
TAIPING	13th Aug.	19th Aug.	16th Sept.	TAIPING

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"BLUE FUNNEL LINE"
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SHIP	DATE	IN PORT	DATE	SHIP
"CITY OF BEDFORD"	10th Aug.	16th Aug.	13th Sept.	"CITY OF BEDFORD"
"MENTOR"	11th Aug.	17th Aug.	14th Sept.	"MENTOR"
"CITY OF NORWICH"	12th Aug.	18th Aug.	15th Sept.	"CITY OF NORWICH"

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON: JARDINE, MATHESON & CO., LTD., CANTON

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

SHIP	DATE	IN PORT	DATE	SHIP
"GOTHA"	10th Aug.	16th Aug.	13th Sept.	"GOTHA"
"SAARBRUECKEN"	11th Aug.	17th Aug.	14th Sept.	"SAARBRUECKEN"
"COBLENZ"	12th Aug.	18th Aug.	15th Sept.	"COBLENZ"
"FULDA"	13th Aug.	19th Aug.	16th Sept.	"FULDA"

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

SHIP	DATE	IN PORT	DATE	SHIP
"GOTHA"	10th Aug.	16th Aug.	13th Sept.	"GOTHA"
"SAARBRUECKEN"	11th Aug.	17th Aug.	14th Sept.	"SAARBRUECKEN"
"COBLENZ"	12th Aug.	18th Aug.	15th Sept.	"COBLENZ"
"FULDA"	13th Aug.	19th Aug.	16th Sept.	"FULDA"

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

SHIP	DATE	IN PORT	DATE	SHIP
"ANHALT"	10th Aug.	16th Aug.	13th Sept.	"ANHALT"
"NUERNBERG"	11th Aug.	17th Aug.	14th Sept.	"NUERNBERG"

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone: 4557. Agents, HONG KONG. [20]

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON
AND
NEW
YORK

M.V. "JAVANESE PRINCE" ... 23rd August, 1927

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FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furprince. King's Building. [19]

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, purging blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

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English Price 2s. (either remedy). The VETARZO REMEDIES CO.,

Gosport, N.W.S., London, Eng. Unimpaired Dealers may try to

sell you something else for extra profit—do not accept it. Insist on

having VETARZO. The genuine has words "VETARZO" REMEDIES

at Government Stamp. Sold by LEADING CASH CARRIERS

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

August 8th.
Chung Hing, Chinese str., 340 tons, Capt. Leung Sau Kong, from Kwong Chow Wan, with a general cargo, lying at buoy No. C44—Hong On S.S. Co.

Deli Maru, Japanese str., 1,392 tons, Capt. K. Yuge, from Canton, lying at O.S.K. Wharf—O.S.K.

Fook Hong, Chinese str., 1,219 tons, Capt. Maturati Paul, from Sama Bay and Hoibow, with general cargo, cattle and salt, lying at buoy No. C42—Sun Fat S.S. Co.

Hop Sang, British str., 1,356 tons, Capt. W. J. Booker, from Canton, lying at buoy No. C33—Jardine, Matheson & Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. T. Yasukawa, from Canton, lying at buoy No. C37—N.Y.K.

Poo Sang, Chinese str., 729 tons, Capt. Kwok Kau, from Hong Kong and Hoibow, with 400 tons of coal, lying at Yauwatti—Teen Shing S.S. Co.

Tak Hing, Chinese str., 105 tons, Capt. Ho Yuan, from Canton, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

August 8th.
Atlas Maru, Japanese str., 4,511 tons, Capt. K. Orihara, from Kobe and Shanghai. The latter port she left on August 5th, with a general cargo, lying at buoy No. B11—O.S.K.

Empress of Russia, British str., 8,739 tons, Capt. A. J. Hansen, R.N.R., from Vancouver, which port she left on July 21st, with a general cargo, lying at Kowloon Wharf—C.P.R.

Foo Lee, Chinese str., 850 tons, Capt. S. Nakano, from Newchwang and Chefoo. The latter port she left on August 2nd, with a general cargo, lying at buoy No. C40—Shun Tai Hong.

Kamakura Maru, Japanese str., 5,345 tons, Capt. T. Takada, Yokohama, Kobe and Moji. The last mentioned port she left on on August 4th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Van Overstraten, Dutch str., 2,837 tons, Capt. H. Shinter, from Makassar via Singapore. The latter port she left on August 4th, with 907 tons of general cargo, lying at buoy No. A24—J.C.S.L.

CLEARANCES.

August 8th.
Atlas Maru, for Singapore.
Catulu, for Manila.
Chungking, for Kwang Chow Wan.
Fook Hong, for Canton.
Hop Sang, for Swatow.
Ho Sang, for Singapore.
Kamakura Maru, for Singapore.
President Jackson, for Shanghai.
Sui Sang, for Singapore.
Tung Maru No. 1, for Tsingtau.

PASSENGERS.

ARRIVALS.
Per R.M.S. Empress of Russia, on August 9th, from Vancouver via Japan ports and Shanghai—For Hong Kong: Mr. R. W. Blanchard, Mr. C. J. and Mrs. Eunhoff, Mrs. M. E. K. Farrar, Capt. D. A. H. Graham, Mr. L. Conyngham, Capt. W. Davison, Mr. Y. Shimogo, Mr. T. Shimogo, Mr. Yu Kuk Pang, Dr. K. Kuriota, Mr. P. S. and Mrs. Cassidy and two children, Mr. H. F. Teverson, Mr. J. P. and Mrs. Beldon, Miss D. Beldon, Mr. J. Breen, Mr. Chang Soy, Mrs. C. C. Chow and two children, Mr. C. F. Cheng, Mr. K. S. Chow, Miss Chang Wai Lan, Mr. P. S. and Mrs. Chang, Mr. S. S. Chin, Mr. E. L. Chen, Mrs. C. Young and two children, Mr. H. Y. Chen, Mr. Y. K. Chen, Mr. Dai, Mrs. A. G. Gordon, Mr. S. K. Huang, Mr. M. K. Ho, Mr. C. Y. Wong, Mr. S. W. Hee, Mr. C. M. Ho, Mr. H. Kadoorie, Mr. Y. H. Li, Miss Lam, Mrs. S. Lee, Miss L. Lee, Mr. Look Mun Lan, Mr. Y. T. and Mrs. Lee, Mrs. Chan Lee, Mr. Leung Yew Man, Mr. S. P. Ma, Mr. A. N. Spencer, Mr. F. E. Shaw, Mr. and Mrs. Siew Choon Leng, Mr. E. C. Tai, Mr. H. S. Vestey, Mr. S. L. Wong, Mr. C. F. Wong, Mr. Y. K. Wong, Mr. S. S. Wong, Mr. Y. T. Wai, Mr. J. D. Wai, Mr. Wong, Mr. F. H. Tysen, Mr. W. Wade, Mr. L. Sjostedt, Mr. Y. Taz Kong, Miss A. Ding, Miss Y. M. Wong, Mrs. M. A. Solerstein, Mr. B. and Mrs. Altman, Master Altman, Mr. R. E. and Mrs. Stott, Master Stott, Miss N. M. West, Lt. J. B. A. Hankey, Major H. K. Sadler, Mrs. A. E. Black, Mr. E. C. Barrie, and Mr. V. Rogan. For Manila: Mrs. I. Robertson, Mr. J. Payant, Mr. M. and Mrs. Lisbon, Mrs. A. D. Walker, Dr. C. Best, Mrs. J. Shipman, Mrs. J. Miller, Miss J. Miller, Mrs. J. Stank, Mr. R. Stupel, Miss V. C. Asmolloff, and Mrs. L. Kolomiety.

DOLLAR STEAMSHIP LINE

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TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI

KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JACKSON	Tuesday, Aug. 16th
PRESIDENT MCKINLEY	Tuesday, Aug. 16th
PRESIDENT LINCOLN	Tuesday, Sept. 13th
PRESIDENT CLEVELAND	Tuesday, Sept. 27th
PRESIDENT PIERCE	Tuesday, Oct. 11th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 10	Seattle	Manitania	Sept. 6	6 P.m. C'burg
Aug. 16	San Francisco	Olympic	Sept. 17	C'burg-Shimpton
Aug. 23	Seattle	Berengaria	Sept. 21	C'burg-Shimpton
Aug. 30	San Francisco	Homeria	Oct. 1	C'burg-Shimpton
Sept. 7	Seattle	Aquitania	Oct. 5	C'burg-Shimpton
Sept. 13	San Francisco	Majestic	Oct. 16	C'burg-Shimpton
Sept. 21	Seattle	Leviathan	Oct. 22	C'burg-Shimpton
Sept. 27	San Francisco	Olympic	Oct. 29	C'burg-Shimpton
Oct. 4	Seattle	Berengaria	Nov. 2	C'burg-Shimpton
Oct. 11	San Francisco	Leviathan	Nov. 13	C'burg-Shimpton
Oct. 19	Seattle	Aquitania	Nov. 16	C'burg-Shimpton
Oct. 26	San Francisco	Majestic	Nov. 26	C'burg-Shimpton

TO SEATTLE AND VICTORIA VIA SHANGHAI,

KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT PIERCE	Wednesday, Aug. 10th, 6 a.m.
PRESIDENT TAFT	Thursday, Aug. 23rd
PRESIDENT JEFFERSON	Friday, Sept. 7th
PRESIDENT GRANT	Friday, Sept. 21st
PRESIDENT MADISON	Friday, Oct. 5th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ-

PORT SAID-ALEXANDRIA-NAPLES

-GENOA-MARSEILLES

Thence to BOSTON and NEW YORK.

PRESIDENT ADAMS	Tuesday, Aug. 16th, 8.00 a.m.
PRESIDENT GARFIELD	Tuesday, Aug. 30th, 8.00 a.m.
PRESIDENT HARRISON	Tuesday, Sept. 13th, 8.00 a.m.
PRESIDENT MONROE	Tuesday, Sept. 27th, 8.00 a.m.
PRESIDENT WILSON	Tuesday, Oct. 11th, 8.00 a.m.

(Thereafter Fortnightly Sailings on Tuesdays.)

TO MANILA.

PRESIDENT TAFT	Aug. 15th, 8.00 p.m.
PRESIDENT ADAMS	Aug. 16th, 8.00 a.m.
PRESIDENT MCKINLEY	Aug. 23rd, 8.00 p.m.
PRESIDENT GARFIELD	Aug. 30th, 8.00 a.m.
PRESIDENT JEFFERSON	Aug. 30th, 8.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephones: Central 2177, 2473 & 745.

C.P. WORLD CRUISE LINER.

PERILOUS VOYAGE.

CAPT. R. G. LATTI TO COMMAND "EMPRESS OF AUSTRALIA"

The announcement that Capt. R. G. Latti, who for the past number of years has commanded the Canadian Pacific Empress of Scotland, has been transferred to take command of the Empress of Australia, will be heard with interest not only by the shipping world but by persons in all parts of America and England who have travelled on the various world-cruises of that ship. With the Empress of Australia's new Commander comes the further distinction of being the chosen world-cruise ship of the Canadian Pacific fleet. This vessel has been transferred from the trans-Pacific service this season, and scheduled to enter the trans-Atlantic service June 25th. During the winter months she will take the place of the Empress of Scotland on the Company's annual cruise to the four corners of the earth. (Continued at foot of next column).

AMERICAN STEAMER POUND
ED BY SEAS FOR 115 DAYS.

Sydney, Australia, August 2nd.
The American steamer *Chillicothe* was towed into port to-day after 115 days out of Astoria, Oregon. The ship encountered heavy seas after starting for Australia.

After weathering the mountainous waves for several weeks the rudder broke and the vessel was otherwise damaged. During the last 14 days before the arrival to-day the crew were living on two small biscuits daily for each man—*Manila Times*.

Capt. Latti will be succeeded on the Empress of Scotland by Capt. J. Turnbull, the present commander of the *Montclair*, whilst Capt. A. H. Nottley of the *Melita* has been appointed commander of the *Montclair*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TSINGTAU via SWATOW & SHANGHAI	"HOPKINS"	Wednesday, 10th Aug., at 10 a.m.
CANTON	"FOOSHING"	Thursday, 11th Aug., at 4 a.m.
TIENSIN	"CHIPSING"	Thursday, 11th Aug., at 5 p.m.
CANTON	"CHEONGSHING"	Friday, 12th Aug., at 3 a.m.
CANTON	"KWAISANG"	Friday, 12th Aug., at 5 a.m.
TIENSIN	"YUSANG"	Saturday, 13th Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sunday, 14th Aug., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Wednesday, 17th Aug., at 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 17th Aug., at 3 p.m.
TIENSIN	"CHEONGSHING"	Thursday, 18th Aug., at 5 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Sunday, 21st Aug., at 10 a.m.
OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Monday, 22nd Aug., at 7 a.m.
STRAITS & CALCUTTA	"KUSANG"	Sunday, 23rd Aug., at 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Monday, 24th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.,

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENORIE"	(via Oran)	24th August
Motor Vessel "GLENARBY"	(via Oran)	21st September
Motor Vessel "GLENLOUGH"	(via Oran)	19th October
Steamship "CARMARTHENSHIRE"	(via Oran)	2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP"		2nd Hong Kong
Motor Vessel "GLENLUCE"		18th August
Steamship "CARMARTHENSHIRE"		6th September
Motor Vessel "GLENBEG"		15th September
Motor Vessel "GLENARA"		29th September
Motor Vessel "GLENARA"		18th October

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

... "DR. P. BENOT" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th August.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai & Japan	Sailings from Hong Kong for Marseilles
AMAZONE	...	...	18th Aug.
CHENONOUAUX	...	...	30th Aug.
ATHOS II	...	...	27th Sept.
ANGERS	28th July	28th Aug.	11th Oct.
D'ARTAGNAN	12th Aug.	27th Sept.	25th Oct.
VAL METZINGER	26th Aug.	11th Oct.	8th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class... 299. 00. Od. B Class 1st Class... 255. 00. Od.
SPECIAL 2nd Class... 70. 00. Od. SPECIAL 2nd Class... 61. 00. Od.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
Sailings subject to alteration without notice.

For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES,
Telephone: Central 740. 3, Queen's Building,
CONSIGNATION—TRANSIT—REPRESENTATION. [2]

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU" will sail hence on the 10th AUGUST

FOR

SYDNEY, MELBOURNE & ADELAIDE

VIA
HAIPHONG, MANILA, SANDAKAN, BALIKPAPAN, RABAU, SAMARAI and NOUMEA.

For Freight and Particulars, Apply to

DODWELL & CO., LTD.,

17] Tel. No. Central 1030. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

R.M.S. "EMPRESS OF RUSSIA"

will be despatched from

HONG KONG

for

MANILA

5 P.M., WEDNESDAY,
AUGUST 10th.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$120, \$119, \$110, \$102, \$93; via SAN FRANCISCO.
\$840, \$740 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Friday, 12th Aug., at Noon

TENYO MARU ... Monday, 22nd Aug., at Noon

KOREA MARU ... Tuesday, 6th Sept.

* Calls Keelung & Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KITANO MARU ... Saturday, 12th Aug., at 11 a.m.

HABUNA MARU ... Friday, 22nd Aug.

KAMU MARU ... Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU ... Tuesday, 18th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Saturday, 20th Aug., at Noon

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Wednesday, 10th Aug., at Noon

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Thursday, 18th Aug.

CALCUTTA MARU ... Saturday, 27th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TAJIMA MARU ... Tuesday, 19th Sept.

CAIRO via Singapore, Penang & Bangkok.

TOTTORI MARU ... Thursday, 11th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Calls Keelung & Moji) ... Saturday, 13th Aug.

LIMA MARU (Calls Moji) ... Thursday, 18th Aug.

AKITA MARU ... Thursday, 23rd Aug.

AKODATE MARU (Moji direct) ... Wednesday, 24th Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depots.) [7]

KONINKLYKE PAKETVAAR MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR SHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 18th August.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUREAU, CHINA ROAD. [12]

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

NORMAL INWARD CARGOES.

THROUGH AGAIN HEAVY.

The freight returns for the 24 hours ended at 9 a.m. yesterday showed that freights for the Colony had returned to normal. Through cargoes were again heavy.

There were eleven vessels discharging here yesterday and no less than 13,580 tons of freights were imported. Two British steamers were responsible for 4,137 tons. The two best returns were 6,320 tons and 3,400 tons. The former were from the Dutch vessel *Zornia*, from Kobe and Foochow, the latter were brought by the s.s. *Philoctetes* from Glasgow and Singapore.

Through cargoes were manifested by ten steamers and amounted to 22,811 tons. Of these, two British steamers accounted for 8,933 tons. The two best returns were shown by the British ship *Philoctetes* and the s.s. *Katori Maru*. The former vessel from Glasgow and Singapore had 7,650 tons and the latter from Middlesborough and Singapore carried 7,479 tons.

During the period under review there were 18 arrivals and 15 departures. They were:—

	Arr.	Dep.
British	3	4
American	9	0
Dutch	2	3
Norwegian	1	1
Japanese	4	4
Chinese	2	2
German	0	1
	14	15

SHIPPING MOVEMENTS.

The B.I. and Apear Line s.s. *Santhia* will leave Amoy for this port on the afternoon of the 12th, and is due here on the afternoon of the 13th.

The B.I. s.s. *Talamba* will leave for Amoy, Shanghai, Kobe, and Osaka about 7 a.m. on Thursday, the 11th inst.

The R.M.S. *Empress of Canada* arrived at Kobe yesterday at 7.50 a.m., and left at 5 p.m. She is due at Yokohama to-morrow at 7 a.m.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Fortol*; South Wall Basin, *Khark*; East Wall Basin, *Tarantula* and *Moorhen*; S/Ma. L.15 and L.19; North Arm, *Vindictive*; West Wall Dock, *Argus*; Taikoo Dock, *Fozglove*; No. 2 Buoy, *Wild Swan*; No. 3 Buoy, *Belg*; No. 7 Buoy, *Delhi*; No. 10 Buoy, U.S.S. *Helena*; No. 11 Buoy, U.S.S. *Sacramento*; No. 12 Buoy, *Bluebell*; No. 13 Buoy, *Brace*; No. 18 Buoy, *Euthenia*. Foreign Men of War:—U.S.S. *Helena* and *Sacramento*.

DAILY WATERFRONT NEWS.

SIX WEEKS' GAOL FOR STOWAWAY.

"SAI ON" TO HAVE COMPASS ADJUSTMENT.

[BY LONGSHOREMAN.]

It is understood that the s.s. *Sai On* will berth at A.3 buoy after discharge of her passengers, this afternoon, for the adjustment of compasses. The steering equipment of the vessel has been found to be considerably affected by the thunder-bolt which narrowly missed the ship on her way down from Canton during the latter part of last week.

No Lights.

At the Harbour Office yesterday morning, before Lieut.-Comdr. G. F. Hole, the master of a small junk was charged with navigating the waters of the Colony without lights and, pleading guilty, was fined \$15, with the alternative of two weeks' imprisonment.

Stowaway Goaled.

Appearing before Mr. W. Schofield, at the Kowloon Magistracy, yesterday morning, on behalf of Messrs. Butterfield and Swire, to prosecute a Chinese on a charge of stowing away on board the s.s. *Philoctetes*, Mr. L. D. Turner asked his Worship to impose an exemplary sentence in view of the numerous cases of stowing away.

The defendant, said Mr. Turner, was the third in four months to arrive in the Colony on the Company's vessels without a ticket. The *Philoctetes* left Singapore last Wednesday and the defendant was discovered among the poop deck passengers on Friday. On the people being checked the defendant was found to be "the odd man out."

Sentence of six weeks' hard labour was imposed.

Rockets to be Fired Off.

A small quantity of rockets will be fired for proof purposes at Stonecutters' Island during the forenoon of Thursday, August 11th. New China Merchants' Steamer.

It is stated in the vernacular Press that the China Merchants' Steam Navigation Company are to have one more steamer on the run between Hong Kong and Shanghai, and it is expected that the *Hin Kong*, or the *Tai Shan* will be chosen for the purpose.

Waterlogged in Squall.

A junk which was on the way to Yau-mat on Monday evening was caught by a sudden squall and became waterlogged off the Naval oil tanks. The Harbour Department launches Nos. 9, 4 and 8 went to the junk's assistance, the first named taking off the occupants, three men, two women and two children. The junk was towed into the Yau-mat Typhoon Shelter by the other Harbour launches. It is estimated that damage to the junk is \$40.

Dangerous Goods.

Arriving from Yokohama and Moji, the *Komakura Maru* manifested refined sulphur and sodium and sulphide.

From the North.
Arriving from Vancouver via Japan and Shanghai, the *Empress of Russia* had 115 cabin passengers on board, 183 Asiatic cabin passengers, and 239 steerage passengers. There were 41 European first-class passengers, and fifty Chinese, 30 European second-class and 43 third-class, with 61 Chinese second-class and 72 third-class. The liner sails to-day at 5 p.m.

Big Mail.

It is interesting to note that the s.s. *President Jackson* arriving from the North had no fewer than 1,038 bags of mail listed for discharge here.

Birth and Death at Sea.

The s.s. *Van Overstraten* arriving here from Macassar and Singapore with 1,215 Chinese deck-passengers, reported that a female steerage passenger gave birth to a child during the voyage. Both mother and child were well.

The happy event was, however, marred by the death of another Chinese passenger, whose body was buried at sea.

VESSELS EXPECTED.

denes (Blue Funnel), due Sept. 26th.

Arafura (E. & A.), due October 3rd.

Athos II. (M.M.), due August 30th.

Bolton Castle (Dodwell), due Sept. 24th.

Caledon (Blue Funnel), due Sept. 10th.

D'Aragone (M.M.), due September 12th.

Delhi (Swedish East Asiatic), due August 18th.

Diomed (Blue Funnel), due October 6th.

Esquiline (Dodwell), due September 15th.

Eurylochus (Blue Funnel), due September 11th.

Eurypylus (Blue Funnel), due Oct. 28th.

Fiume-L (Dodwell), due August 18th.

Hecla (Blue Funnel), due August 24th.

Javanese Prince (Furness, F.E.), due August 23rd.

Kashgar (P. & O.), due November 25th.

Kashmir (P. & O.), due September 29th.

Keemun (Blue Funnel), due Sept. 26th.

Khyber (P. & O.), due September 1st.

Lycan (Blue Funnel), due Sept. 2nd.

Macedonia (P. & O.), due October 14th.

Malwa (P. & O.), due September 15th.

Manila (P. & O.), due November 11th.

Mendacus (Blue Funnel), due Aug. 19th.

Mentor (Blue Funnel), due August 20th.

Mongolia (P. & O.), due October 28th.

Morea (P. & O.), due August 18th.

Nagapore (P. & O.), due August 29th.

Ningchow (Blue Funnel), due Aug. 14th.

Nyanga (P. & O.), due September 14th.

Santhia (B.I. & Apear), due Aug. 13th.

St. Albans (E. & A.), due Sept. 5th.

Talamba (B.I. & Apear), due this morning.

Tanda (E. & A.), due August 30th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 14th August

S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 8th September

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 10th August

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "OLIVEBANK" ... via Suez Canal ... 1st October.

MAURITIUS & SOUTH AFRICA

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUBOE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,819	30th Aug.	Marseilles and London.
"MOREA"	10,953	3rd Sept.	Marseilles and London.
"DEVANHA"	8,155	17th Sept.	Marseilles, London and Antwerp.
"KHYBER"	8,114	1st Oct.	Marseilles, London and Antwerp.
"MALWA"	10,958	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, London and Antwerp.
"MAEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	18,504	26th Nov.	do.
"MANTUA"	10,948	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"DORNA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

* Calls at Port Sudan.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,754	18th Aug.	Singapore, Penang and Calcutta
"TALAMBA"	8,018	2nd Sept.	do.

* Calls at Hongkong.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Sept.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Sept.	Island, Townsville, Brisbane,
"ARAFURA"	6,000	25th Oct.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Daire, Oahu, Kalamangan, Tawee, Timor, Darwin, or other ports en route, as indicated on the schedule.

Frequent connections from Australia with the following:—The Union S.S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	11th Aug., 7 a.m.	Amoy, Shanghai, Kobe & Osaka.
"KIDDERPORE"	8,334	17th Aug.	Shanghai, Kobe and Moji.
"MOREA"	10,953	19th Aug.	Shanghai.
"NAGAPORE"	8,283	30th Aug.	S'hai, Moji, Kobe & Yokohama.
"KHYBER"	8,114	2nd Sept.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"NYANZA"	7,023	15th Sept.	Shanghai, Moji and Kobe.
"MALWA"	10,958	16th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	do.
"ARAFURA"	8,900	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MAEDONIA"	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama.
"MONGOLIA"	18,504	23rd Oct.	do.
"MANTUA"	10,948	12th Nov.	do.
"KASHGAR"	9,005	23th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,958	7th Jan., 1928	do.
"KHYBER"	8,114	21st Jan., 1928	do.
"MAEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,948	25th Feb., 1928	do.
"MONGOLIA"	18,504	17th Mar., 1928	do.
"MOREA"	10,953	30th Mar., 1928	do.

